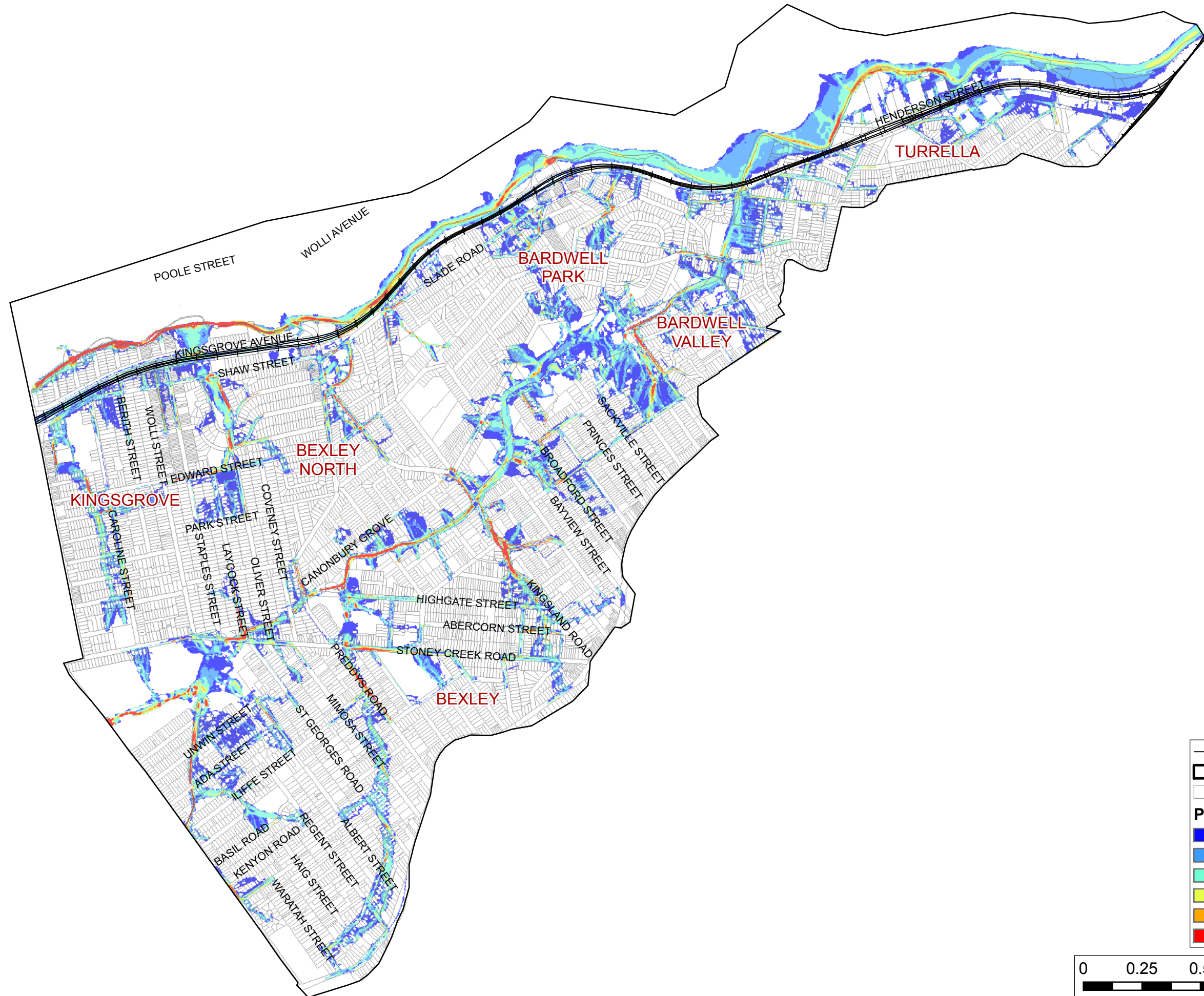


FIGURE C12  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**PEAK VELOCITY**  
**2% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre

**Peak Velocity (m/s)**

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1
- 1 - 1.25
- 1.25 - 1.5
- > 1.5

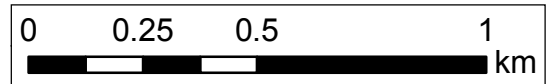
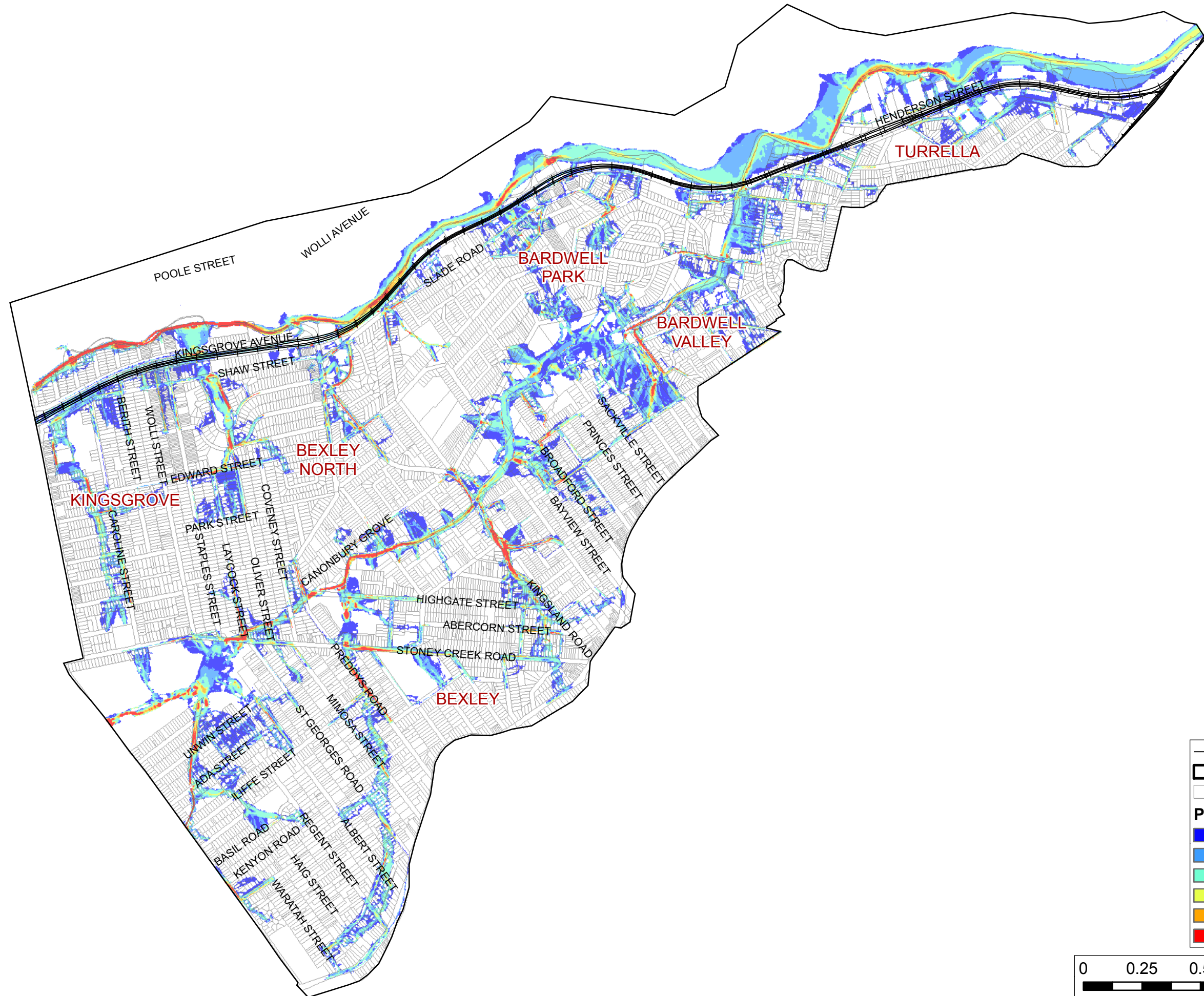


FIGURE C13  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**PEAK VELOCITY**  
**1% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre

**Peak Velocity (m/s)**

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1
- 1 - 1.25
- 1.25 - 1.5
- > 1.5

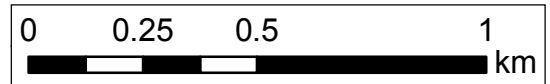
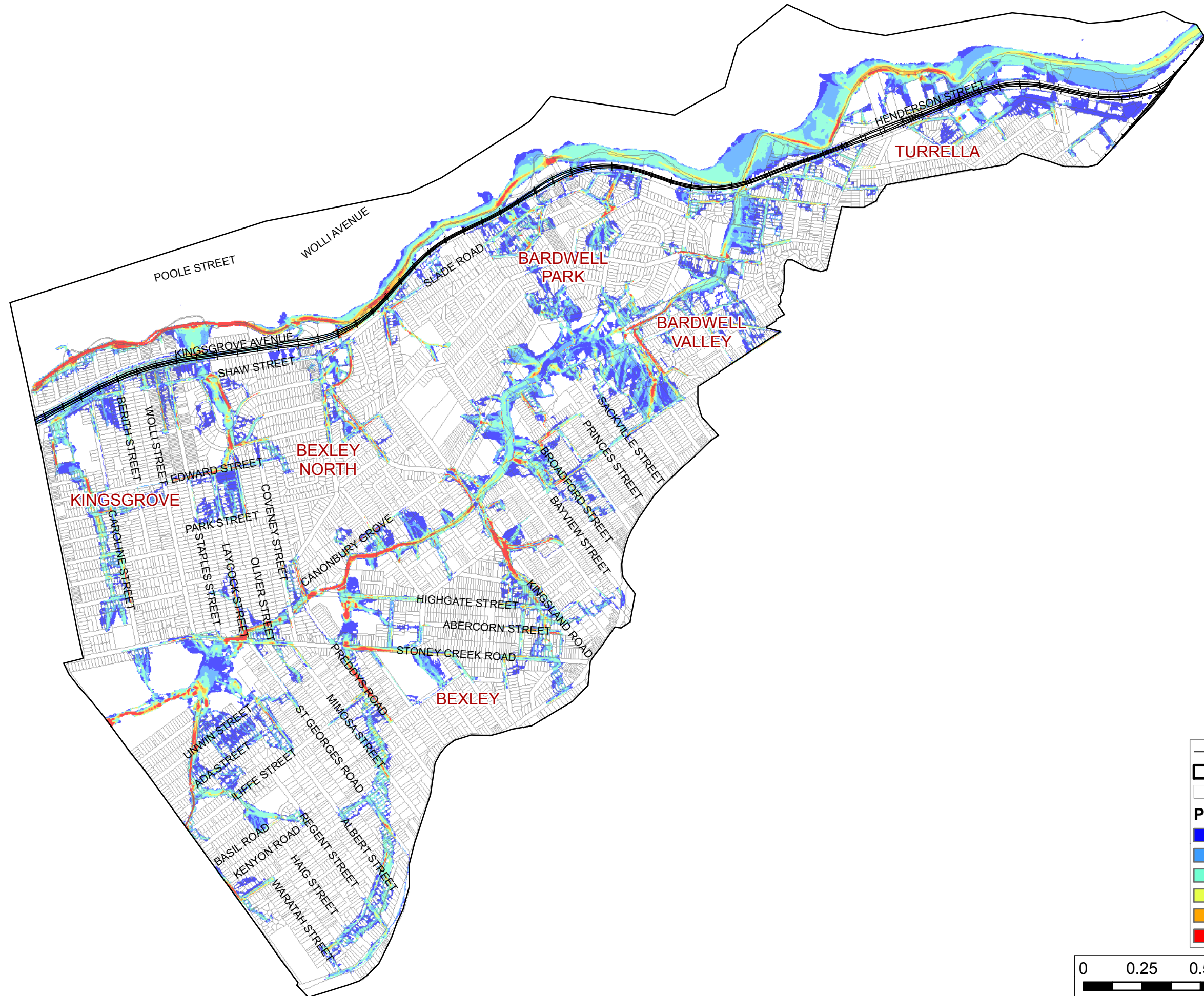


FIGURE C14  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**PEAK VELOCITY**  
**0.5% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

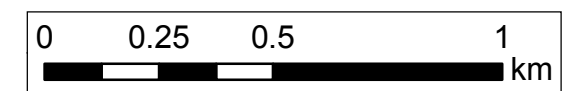
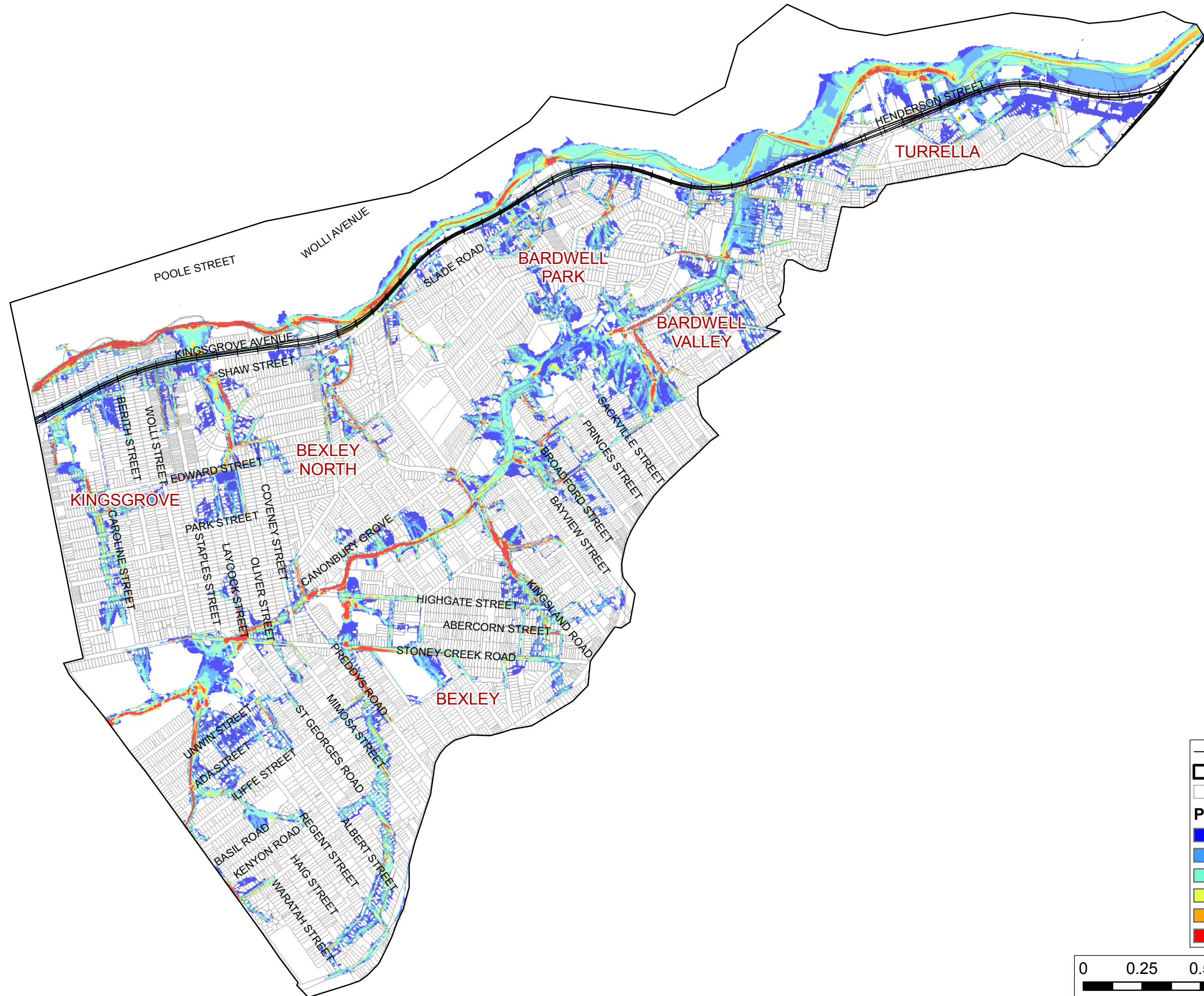


FIGURE C15  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**PEAK VELOCITY**  
**0.2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

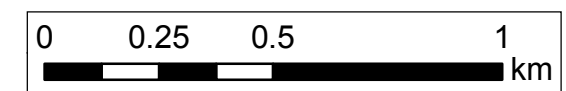
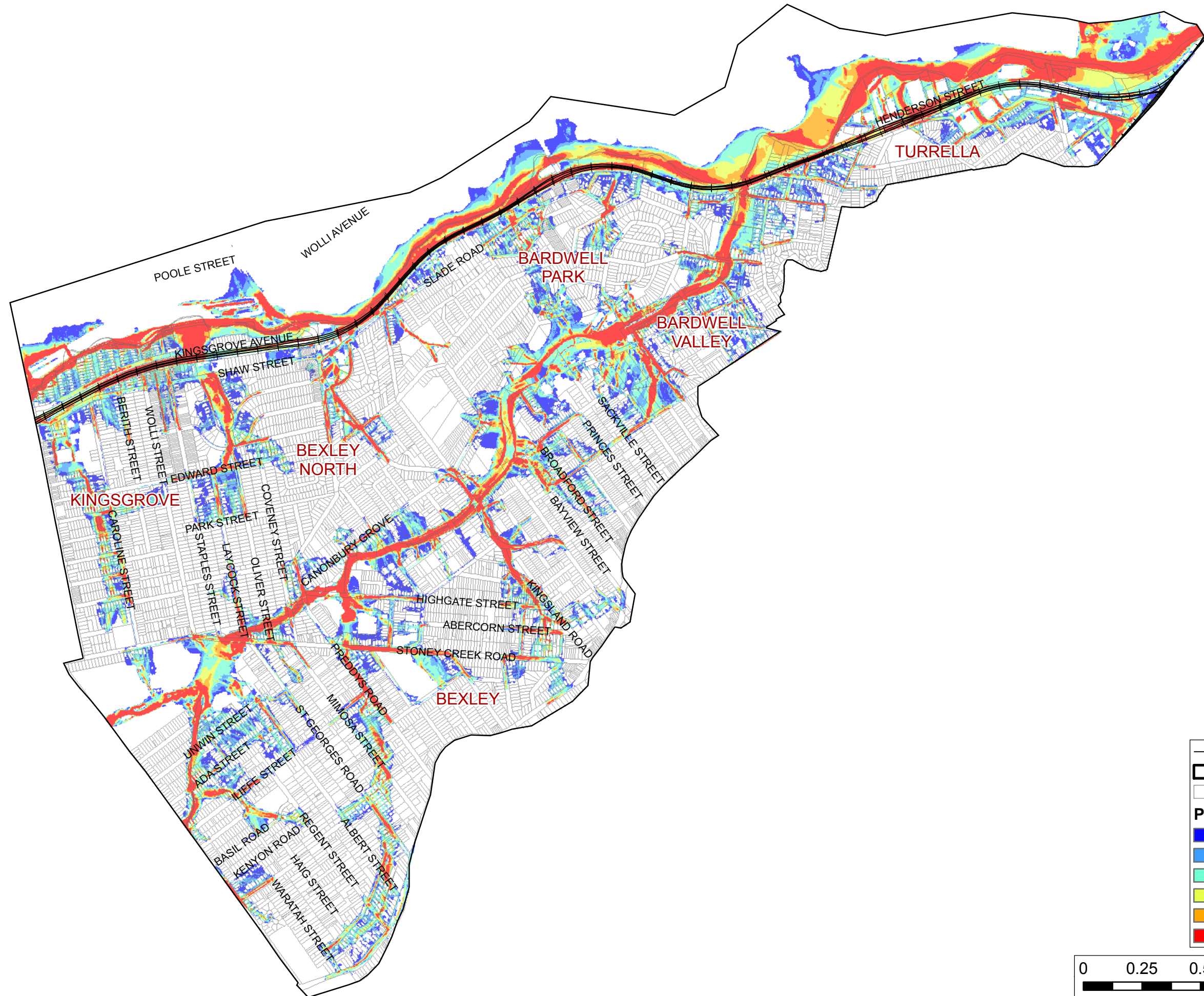


FIGURE C16  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**PEAK VELOCITY**  
**PMF EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

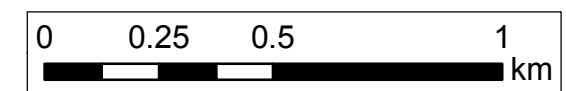
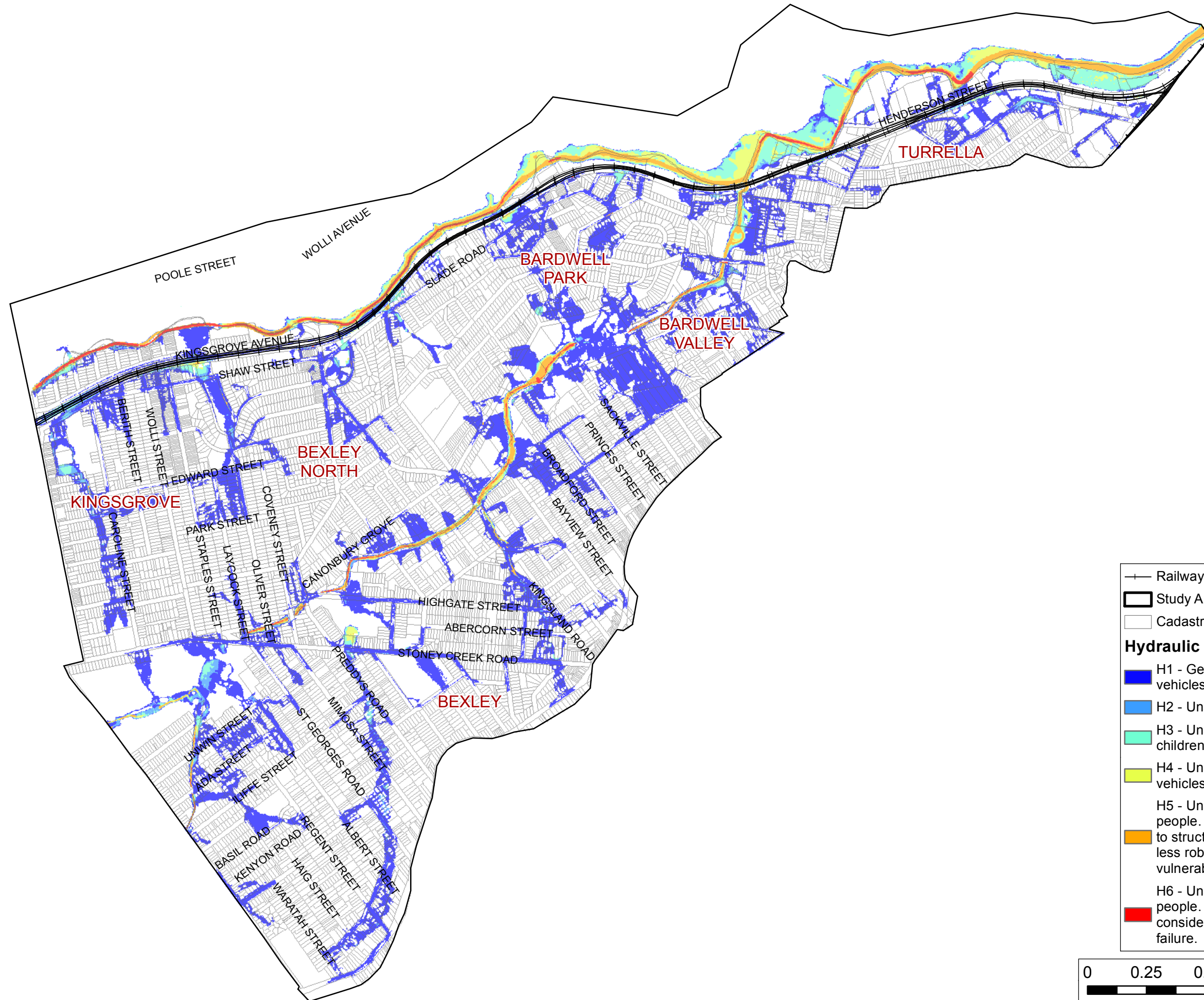


FIGURE C17  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**20% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

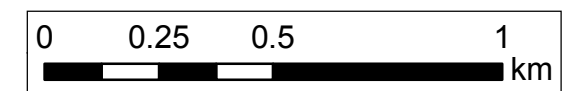
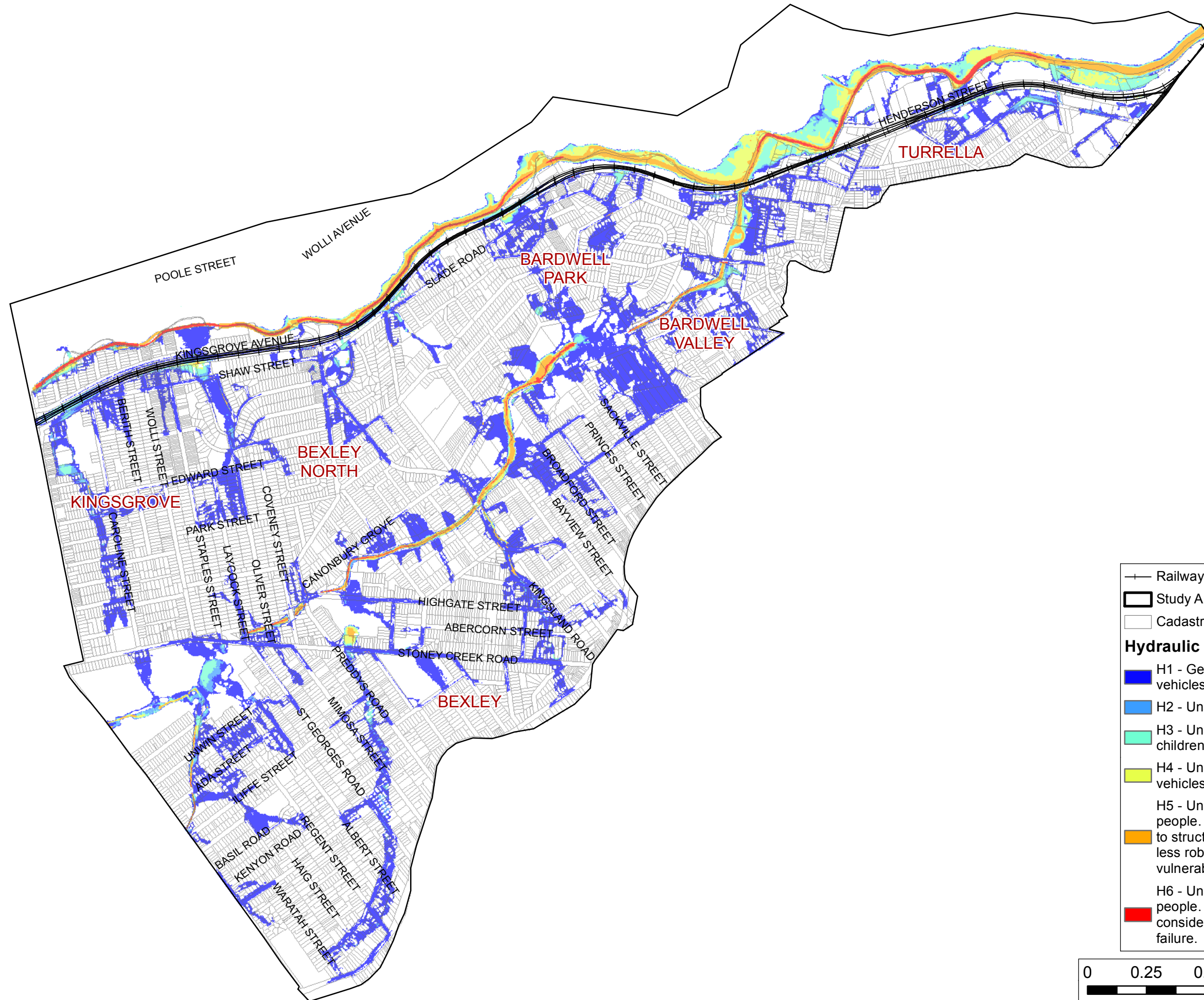


FIGURE C18  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**10% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

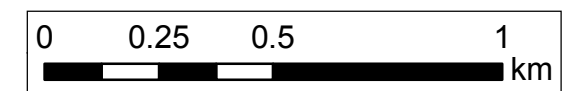
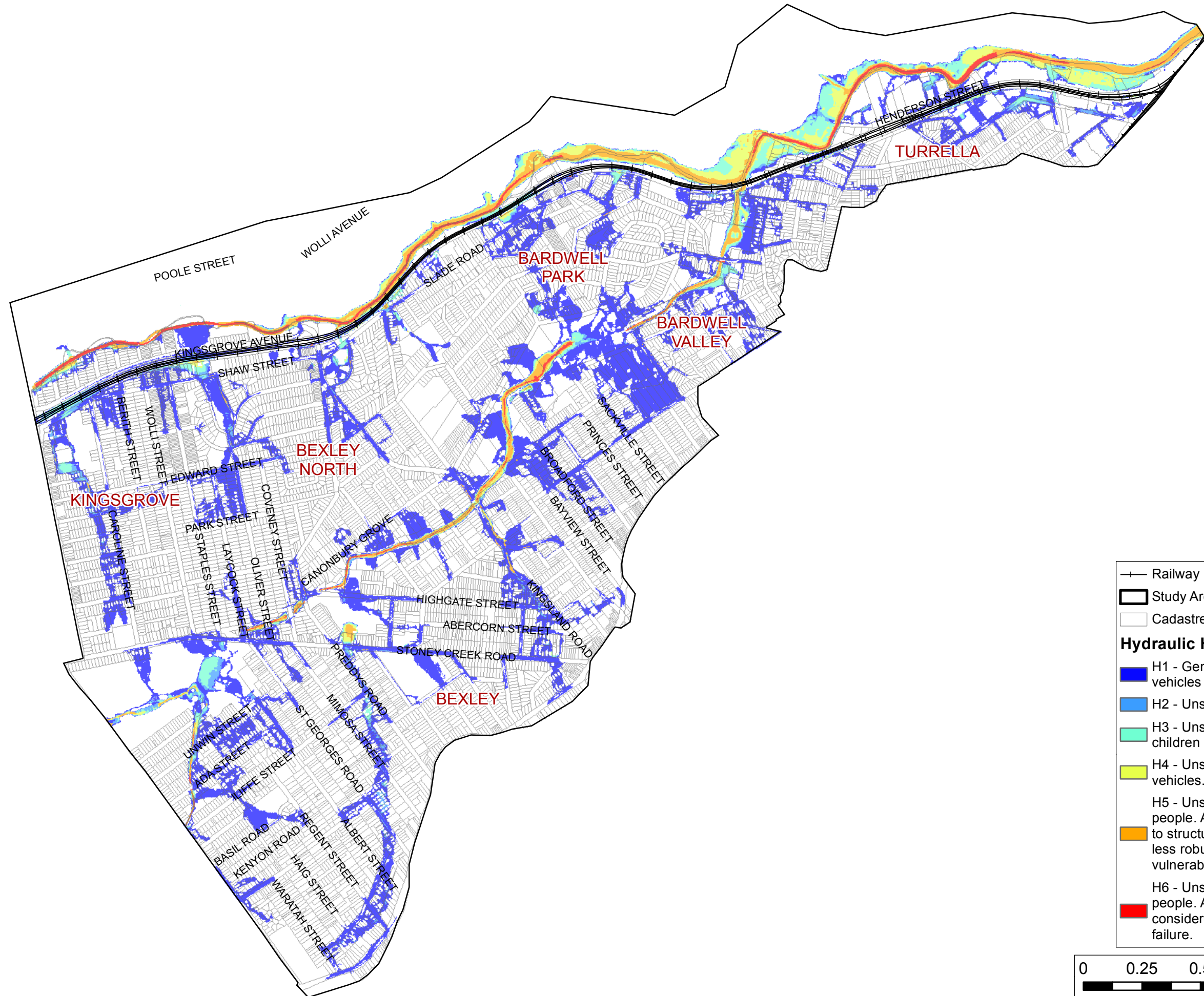


FIGURE C19  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**5% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

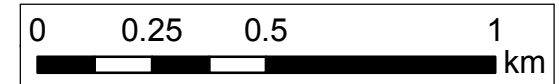
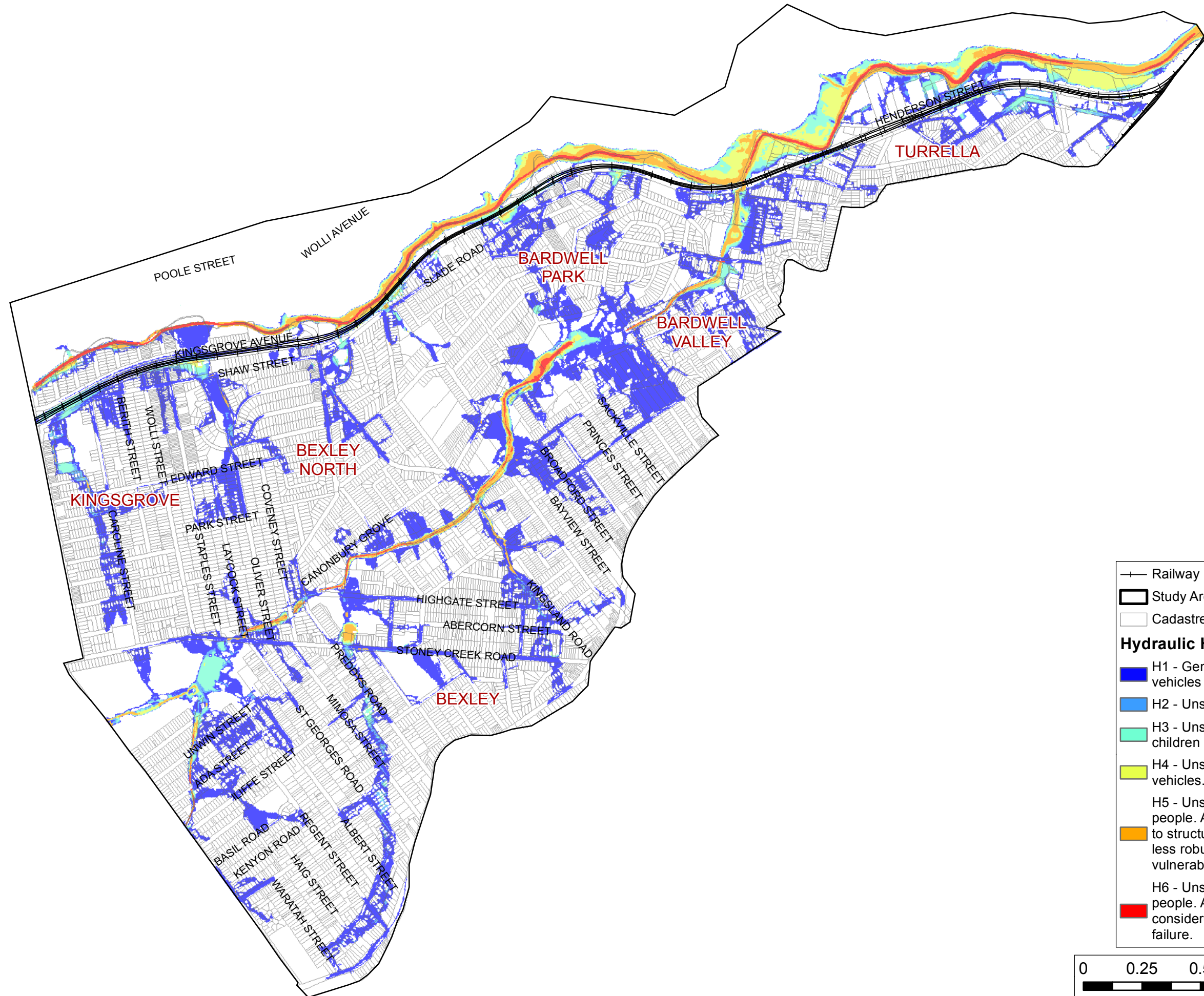




FIGURE C20  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

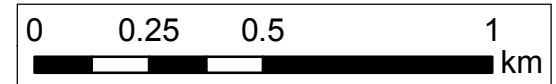
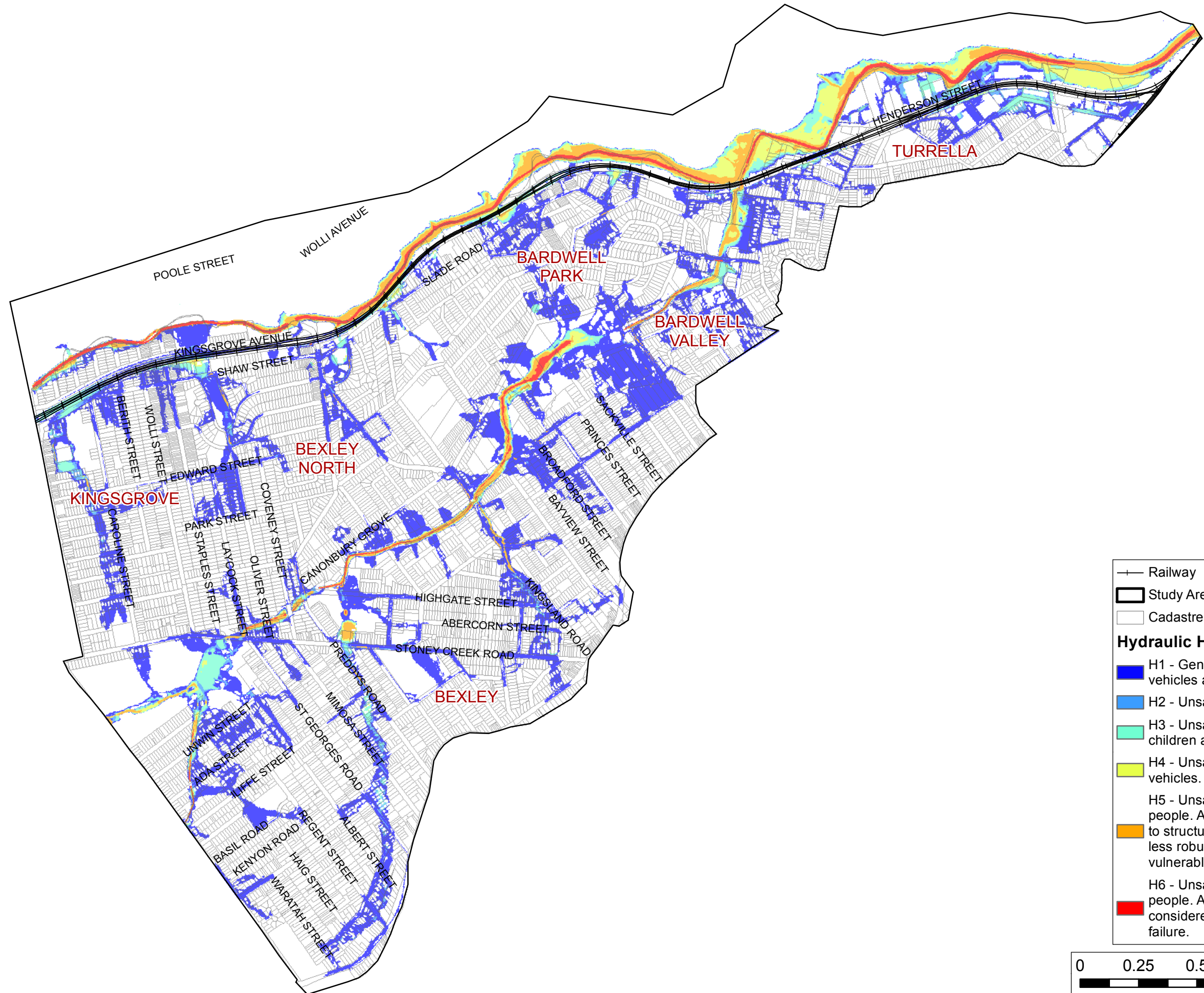


FIGURE C21  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

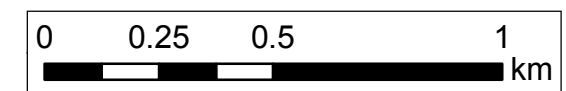
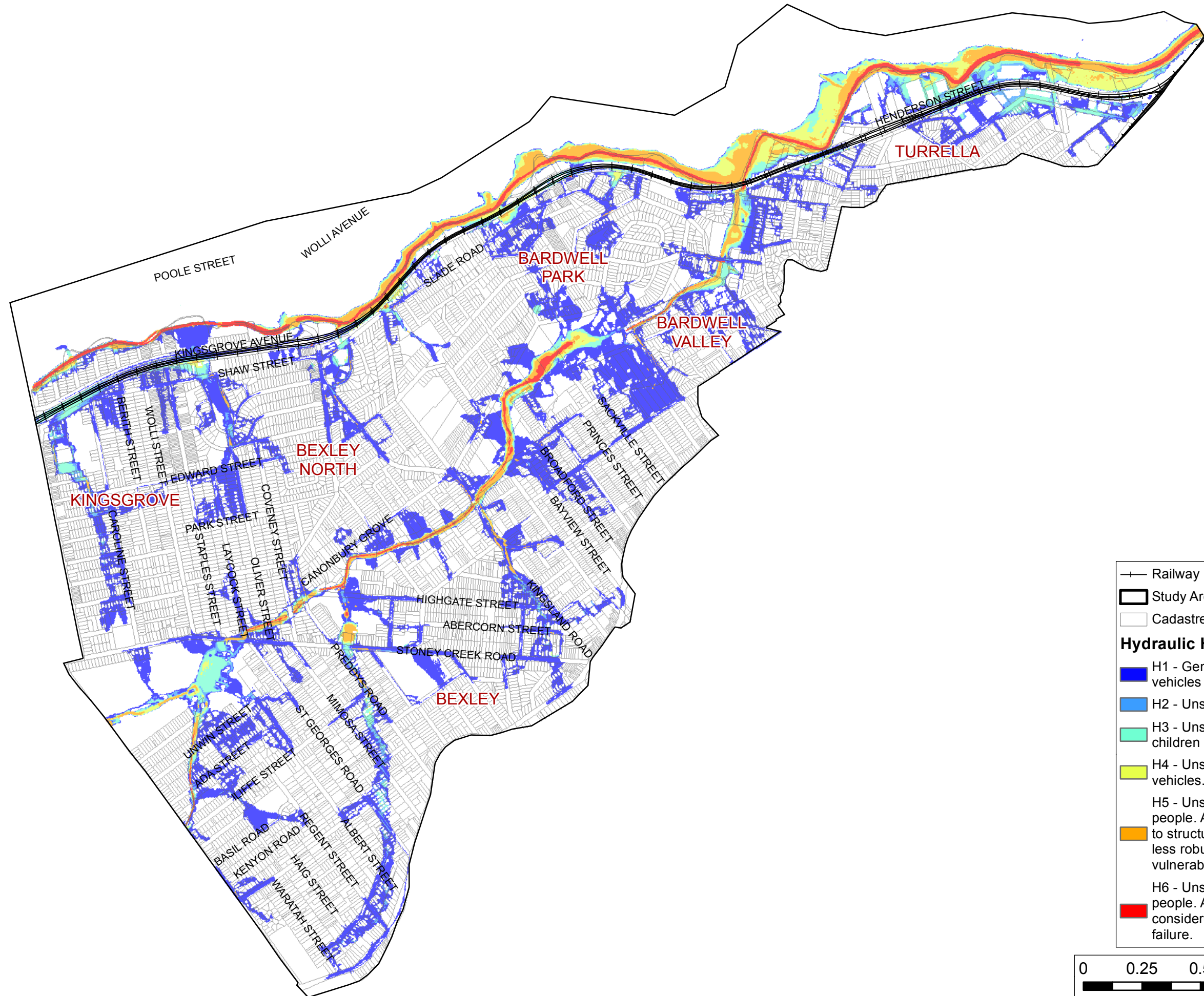


FIGURE C22  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**0.5% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

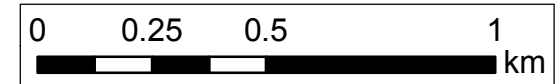
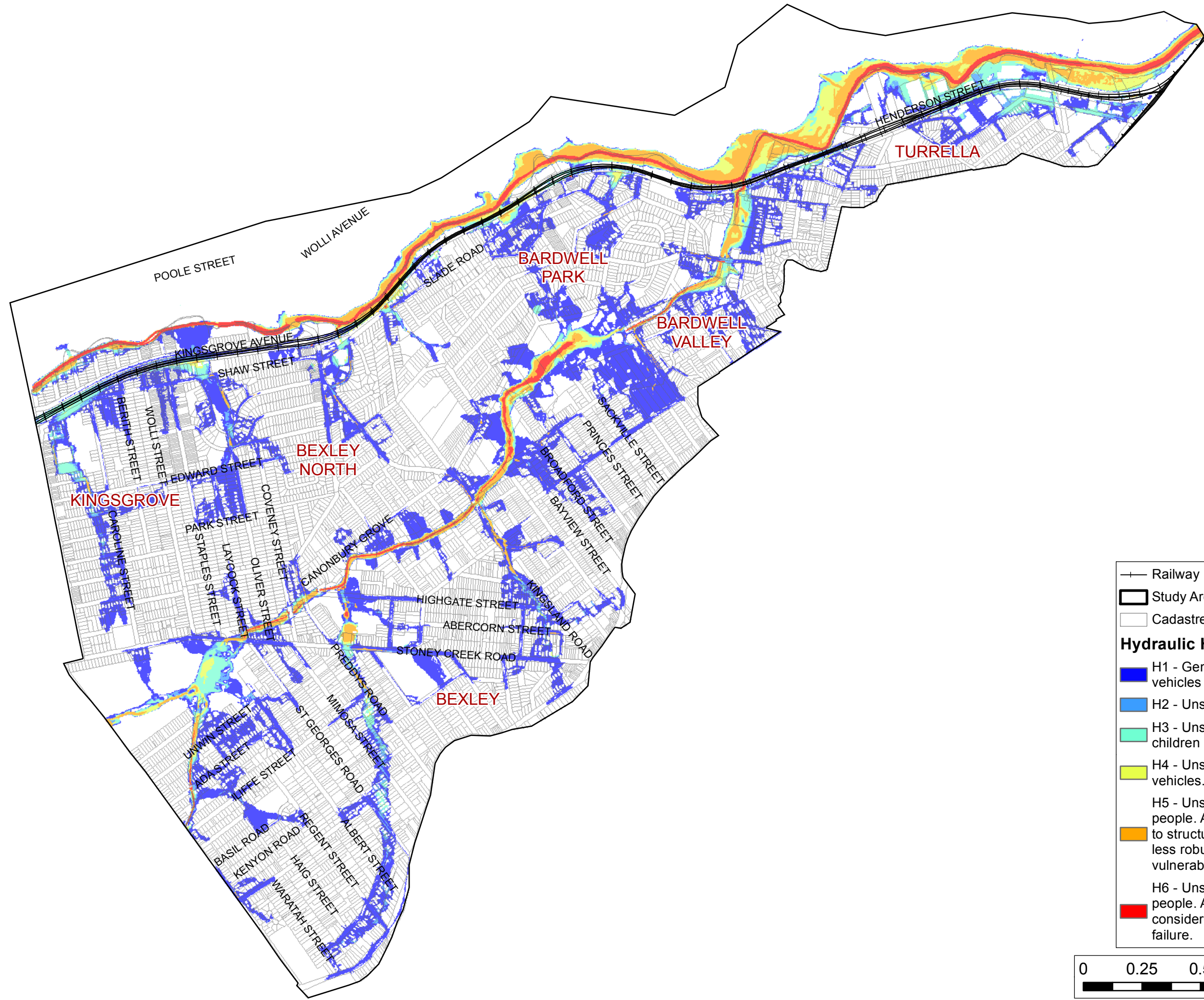


FIGURE C23  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC HAZARD**  
**0.2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

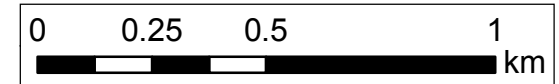
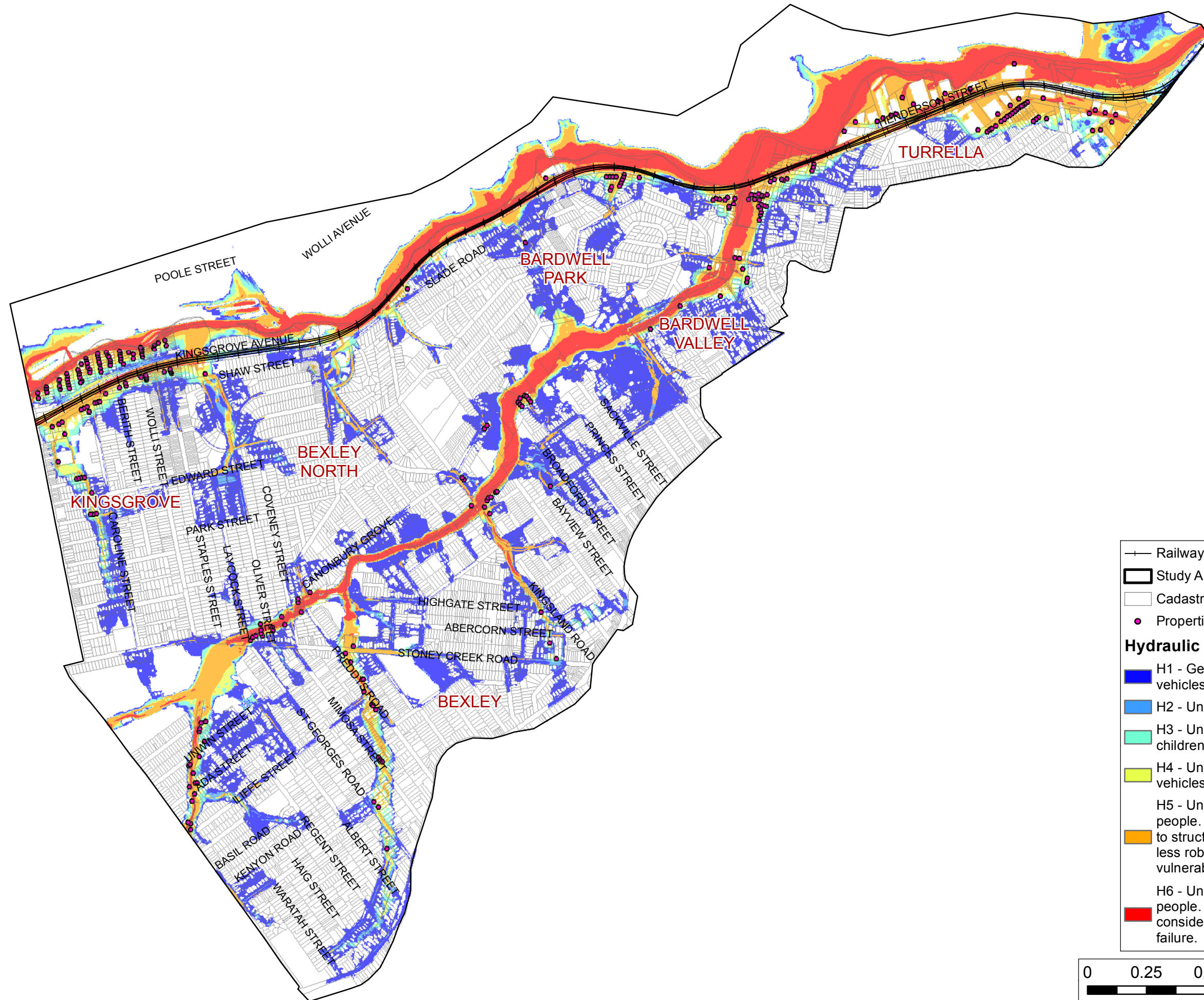


FIGURE C24  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
 HYDRAULIC HAZARD  
 PMF EVENT**



+ Railway  
 Study Area  
 Cadastre  
 • Properties affected by H4+

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

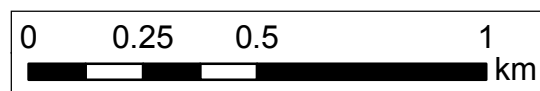
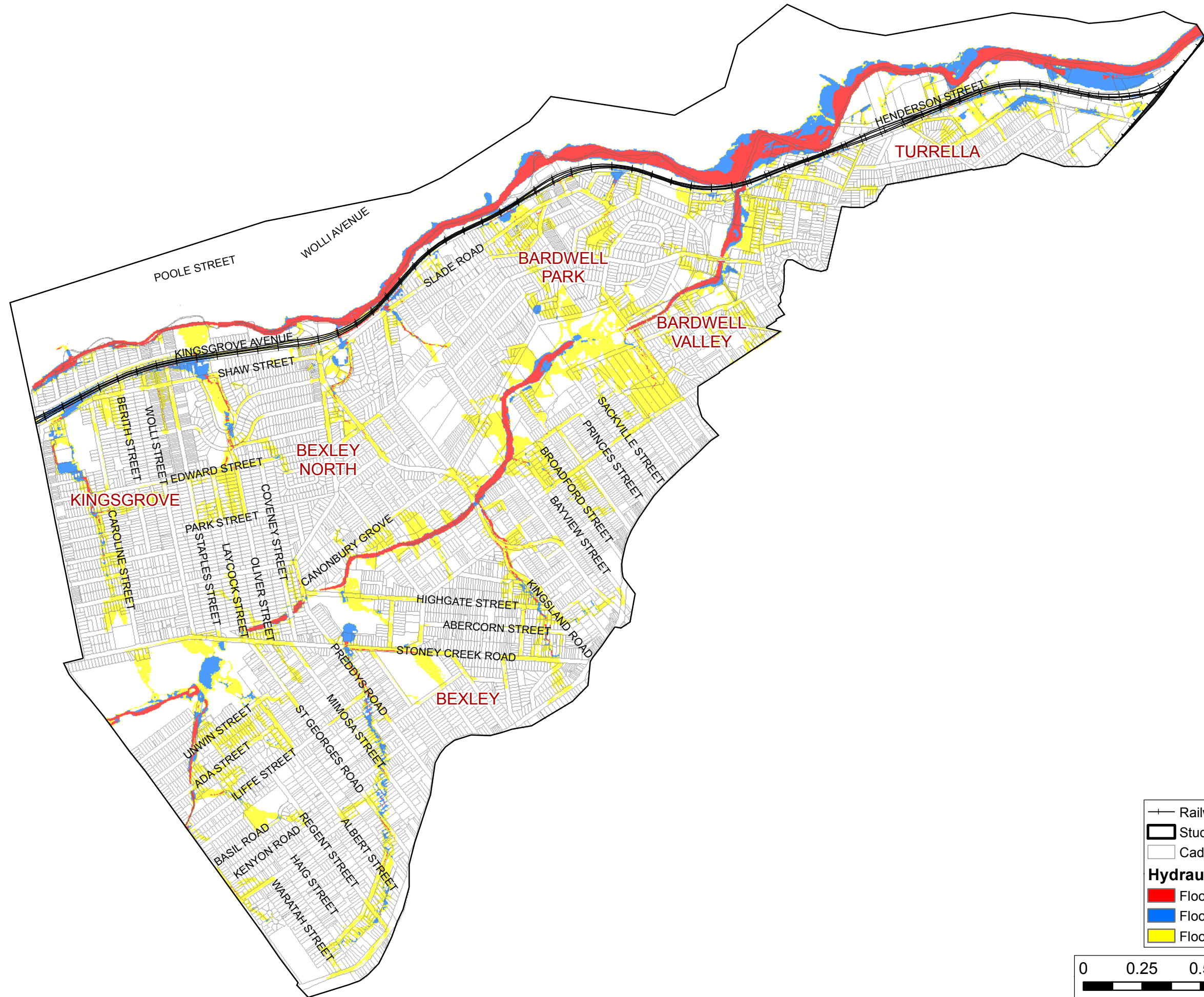


FIGURE C25  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**20% AEP EVENT**



— Railway  
 □ Study Area  
 □ Cadastre  
**Hydraulic Categorisation**  
 ■ Floodway  
 ■ Flood Storage  
 ■ Flood Fringe

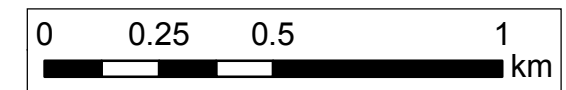
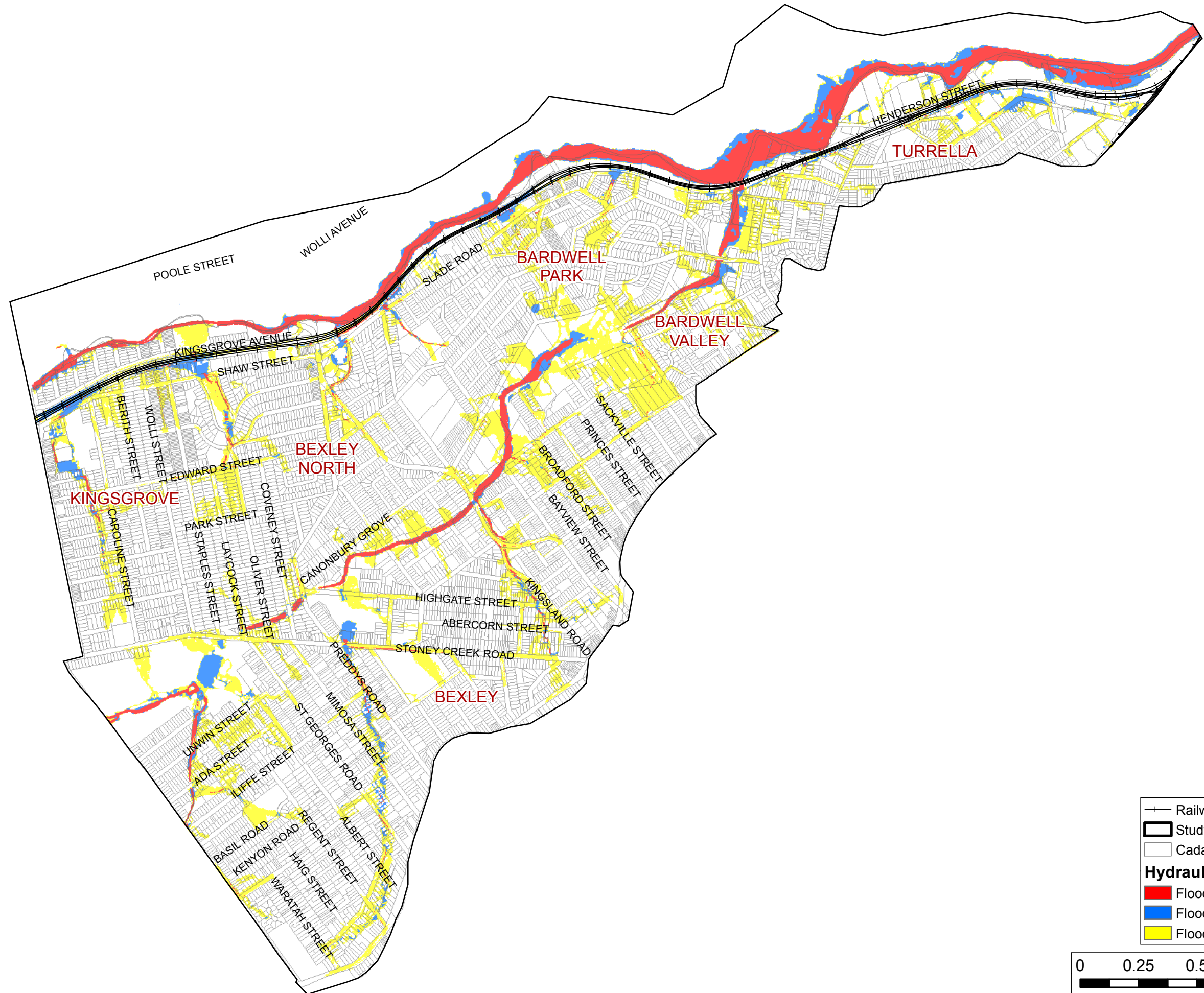


FIGURE C26  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**10% AEP EVENT**



— Railway  
 — Study Area  
 — Cadastre  
**Hydraulic Categorisation**  
 ■ Floodway  
 ■ Flood Storage  
 ■ Flood Fringe

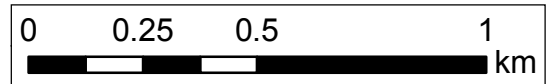
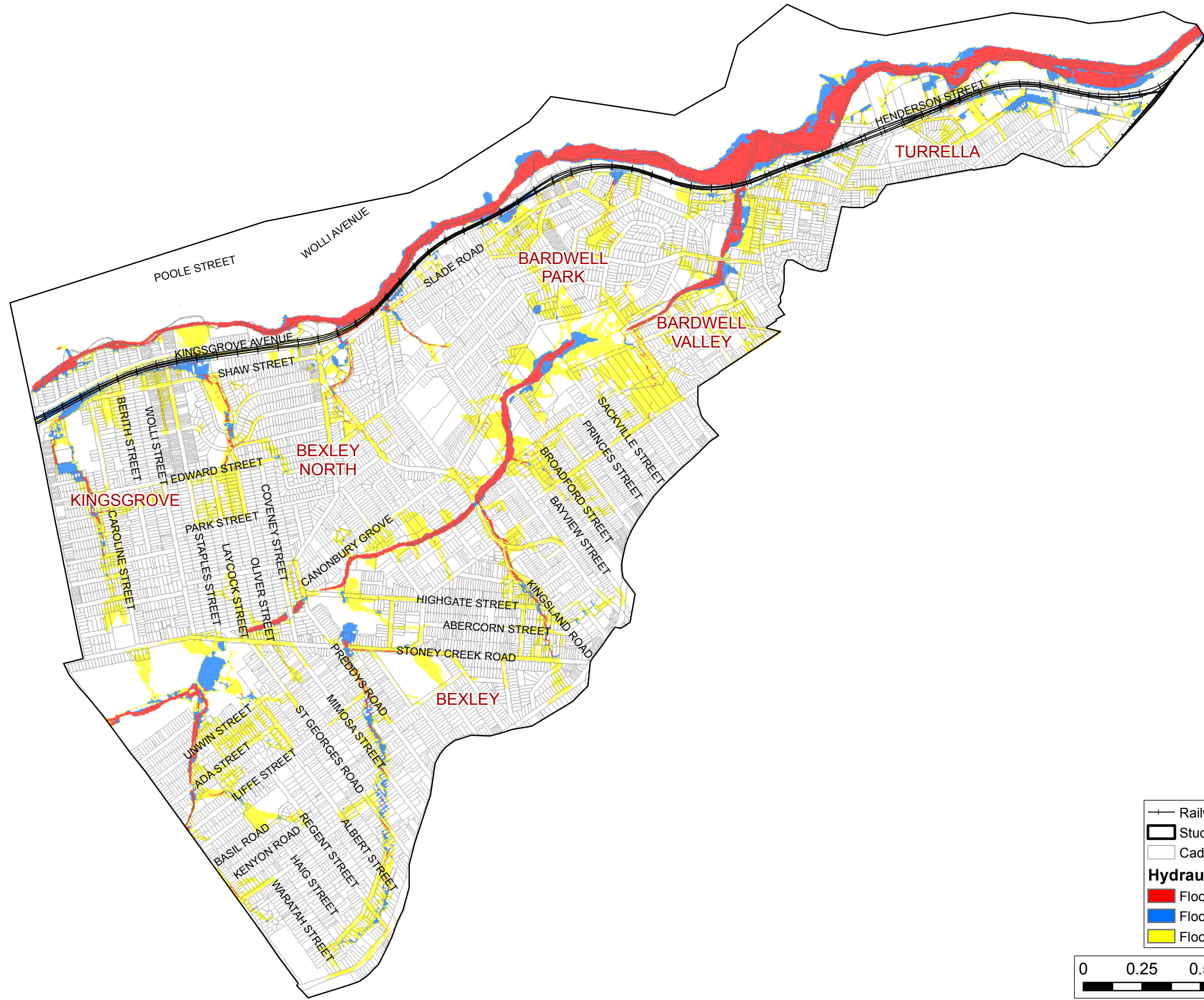


FIGURE C27  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**5% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre
- Hydraulic Categorisation**
- ▭ Floodway
- ▭ Flood Storage
- ▭ Flood Fringe

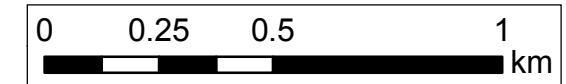




FIGURE C28  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**2% AEP EVENT**

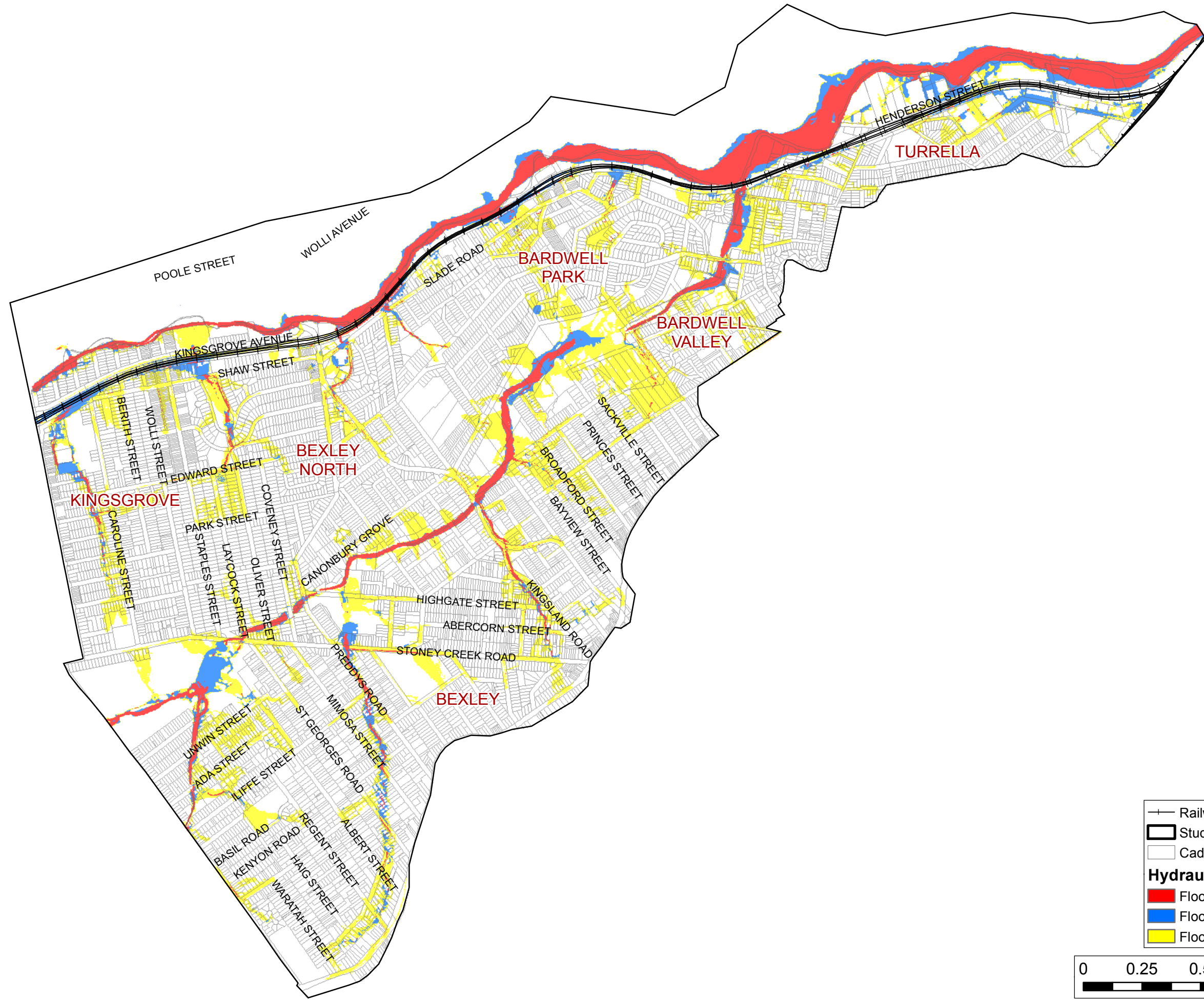
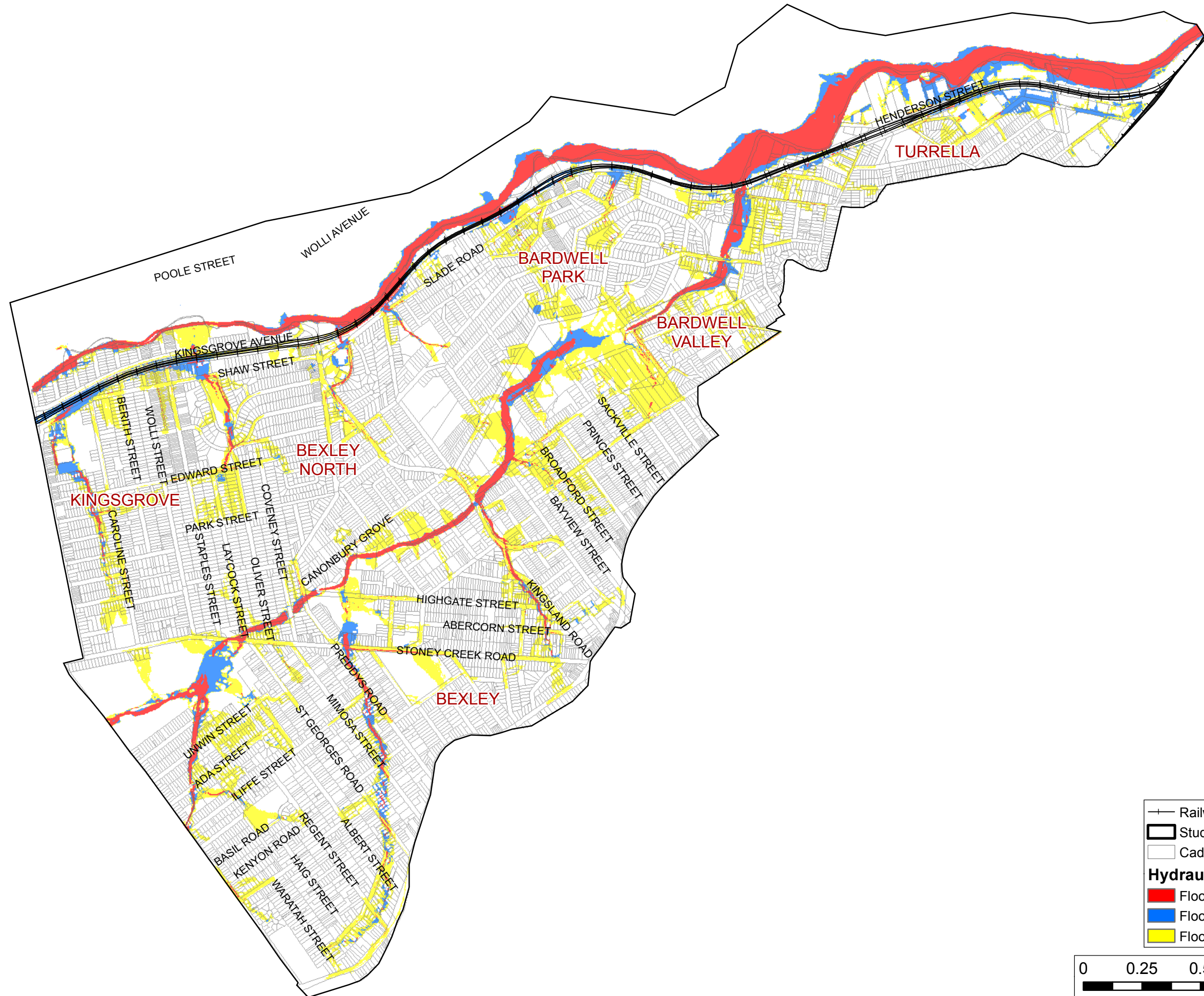


FIGURE C29  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**1% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre
- Hydraulic Categorisation**
- ▭ Floodway
- ▭ Flood Storage
- ▭ Flood Fringe

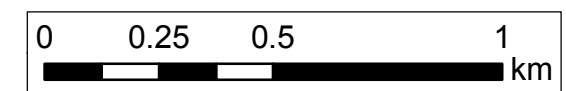
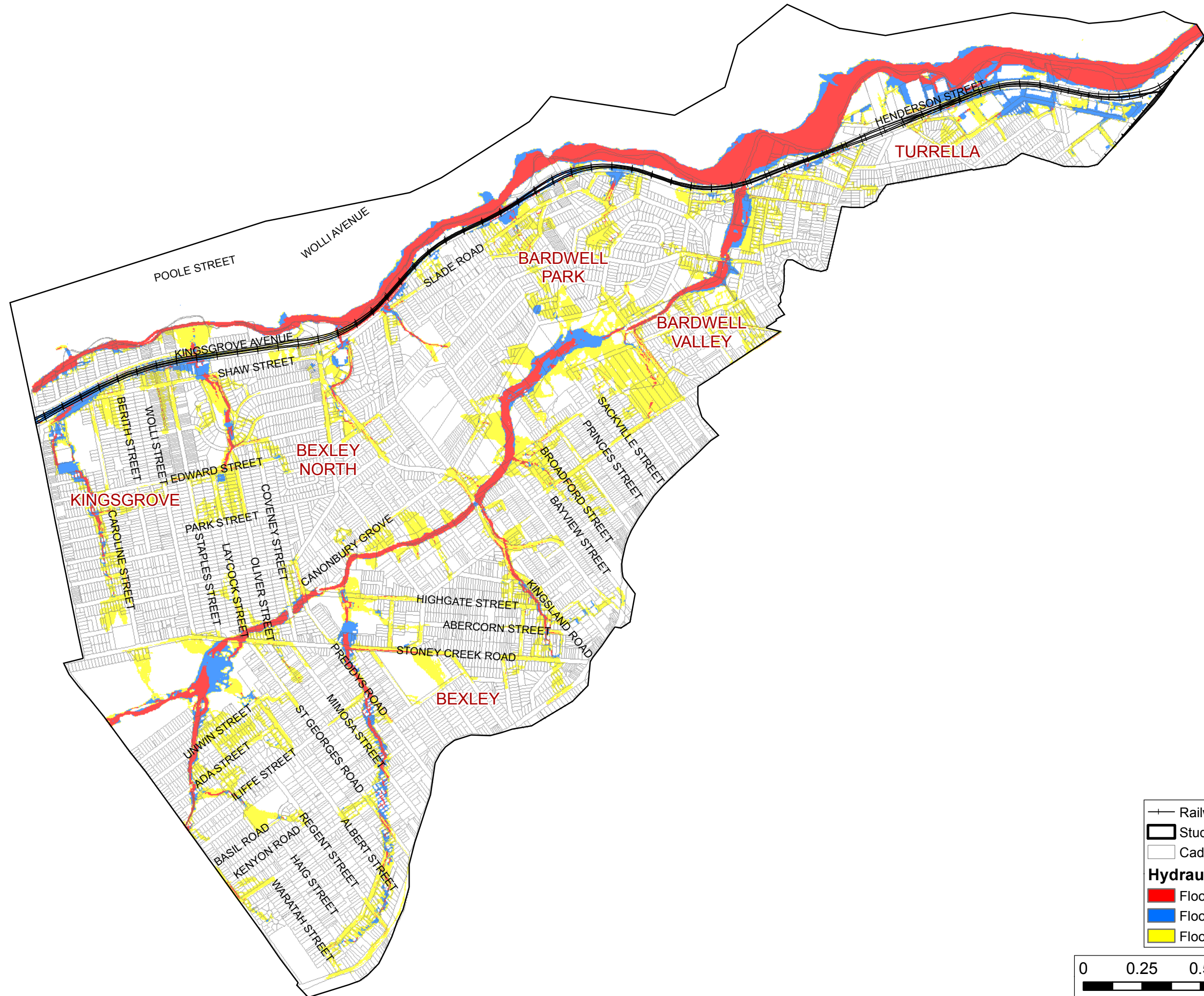


FIGURE C30  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**0.5% AEP EVENT**



— Railway  
 [Black Outline] Study Area  
 [Grey Outline] Cadastre

**Hydraulic Categorisation**

[Red Box] Floodway  
 [Blue Box] Flood Storage  
 [Yellow Box] Flood Fringe

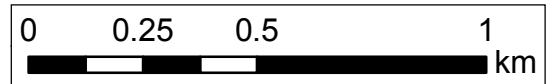


FIGURE C31  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**0.2% AEP EVENT**

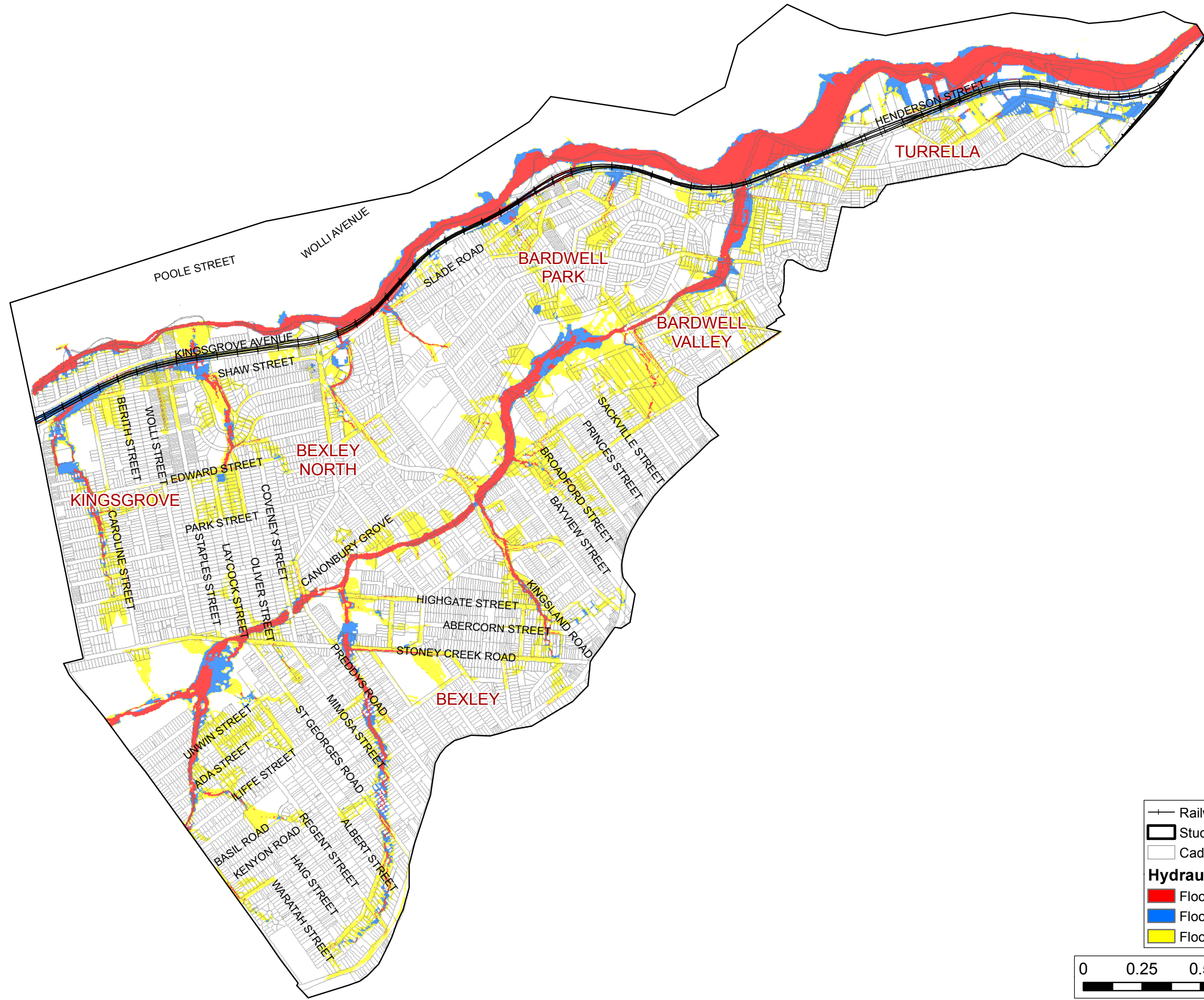
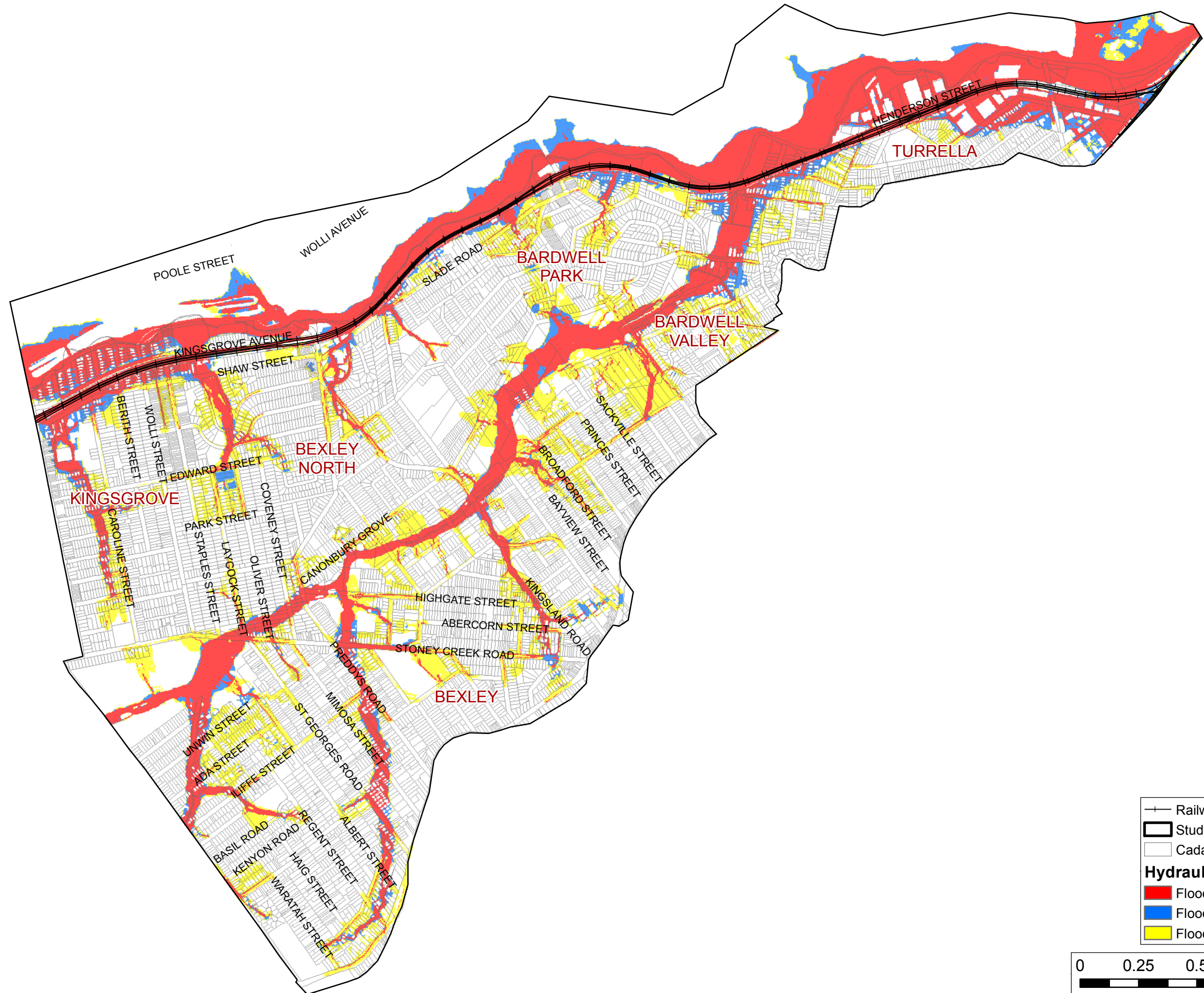


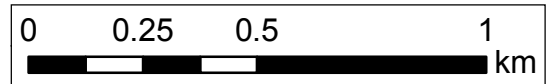
FIGURE C32  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**HYDRAULIC CATEGORIES**  
**PMF EVENT**



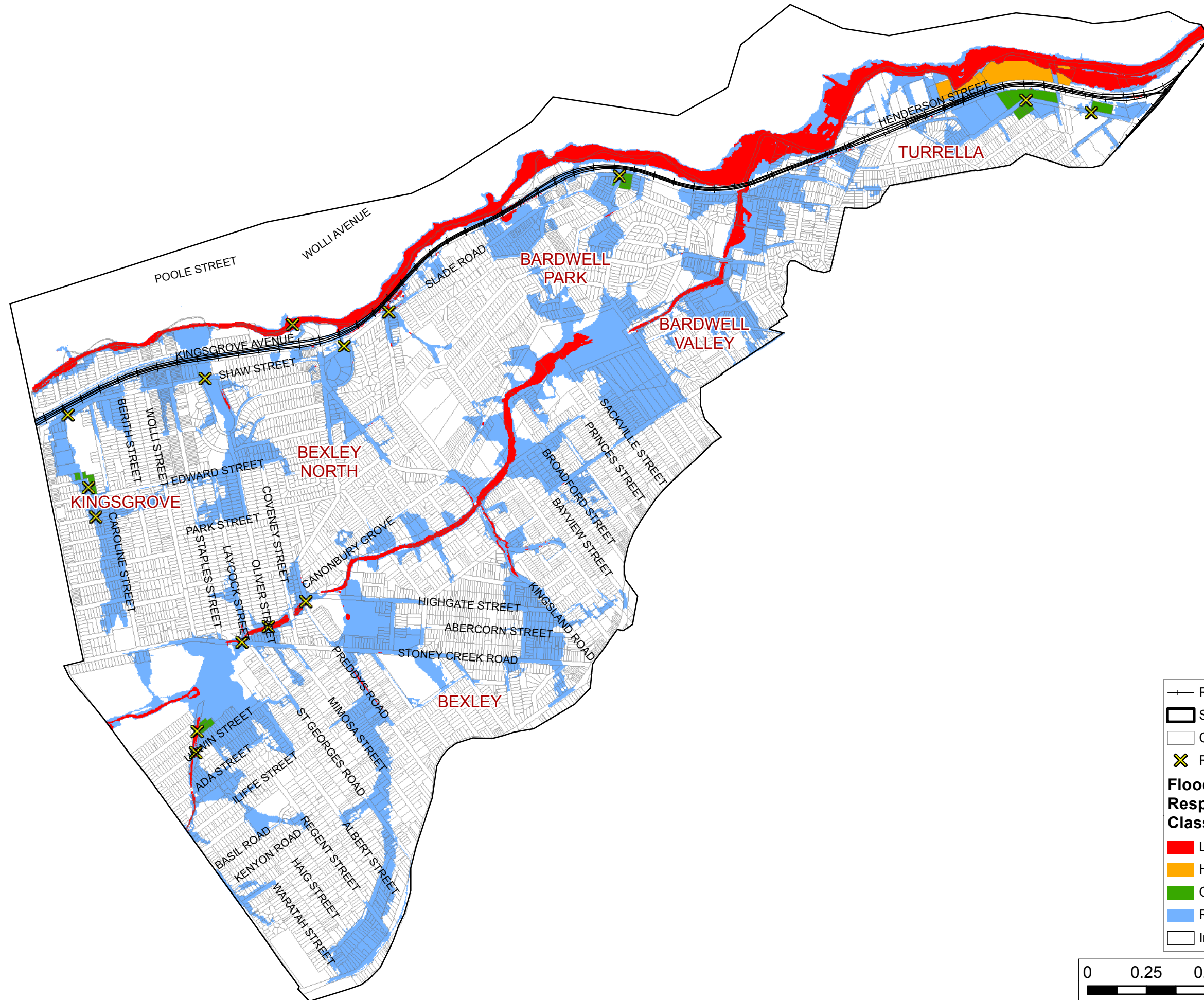
- Railway
- ▭ Study Area
- ▭ Cadastre

**Hydraulic Categorisation**

- Floodway
- Flood Storage
- Flood Fringe



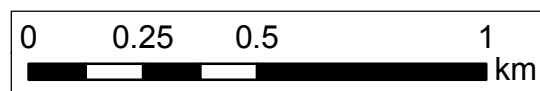
**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
FLOOD EMERGENCY RESPONSE CLASSIFICATION  
1% AEP EVENT**



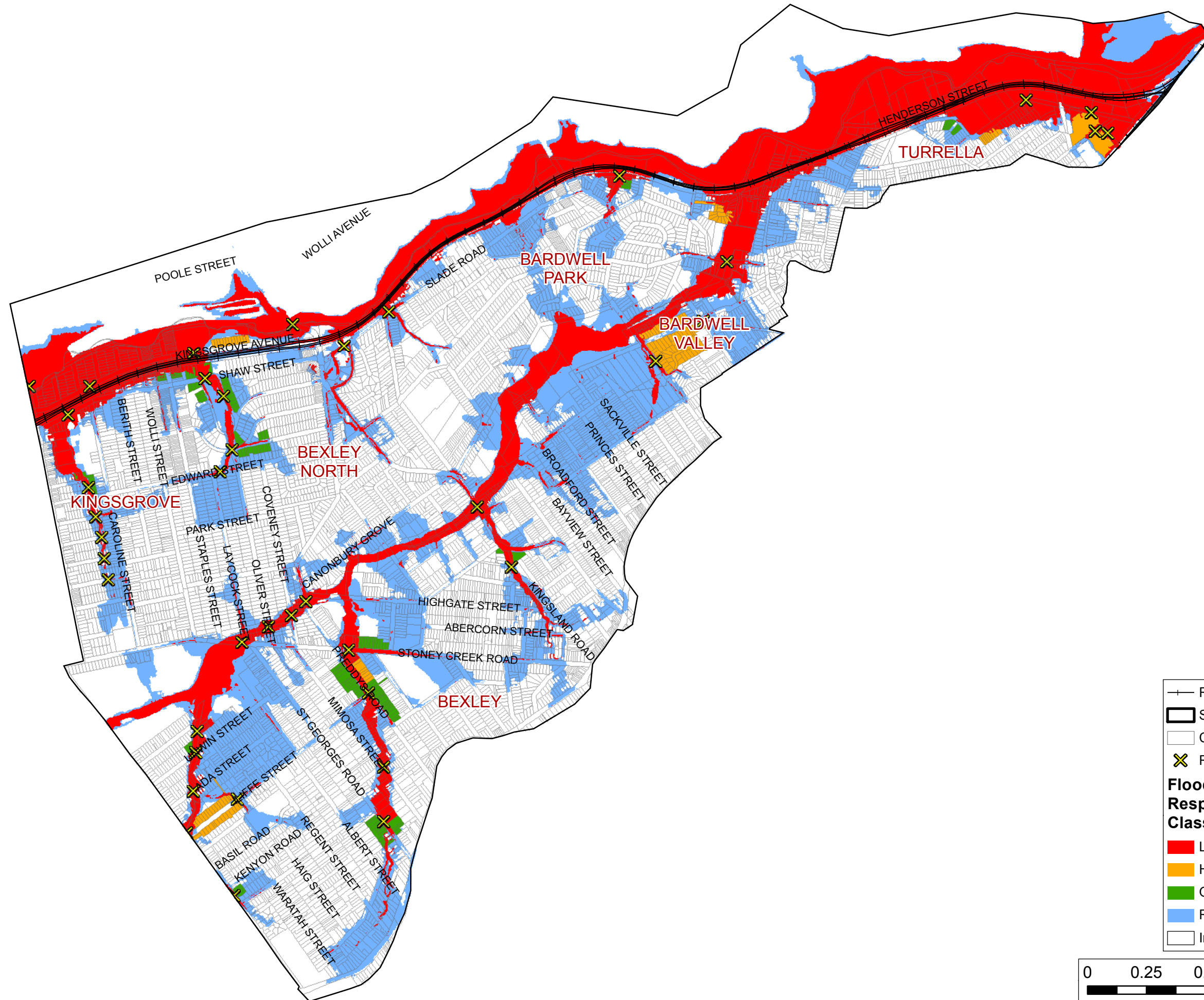
— Railway  
▭ Study Area  
▭ Cadastre  
X Roads Cut

**Flood Emergency Response Classification**

- Low Flood Island
- High Flood Island
- Overland Escape Route
- Rising Road Access
- Indirectly Affected



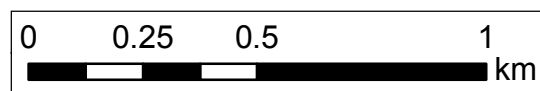
**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
FLOOD EMERGENCY RESPONSE CLASSIFICATION  
PMF EVENT**



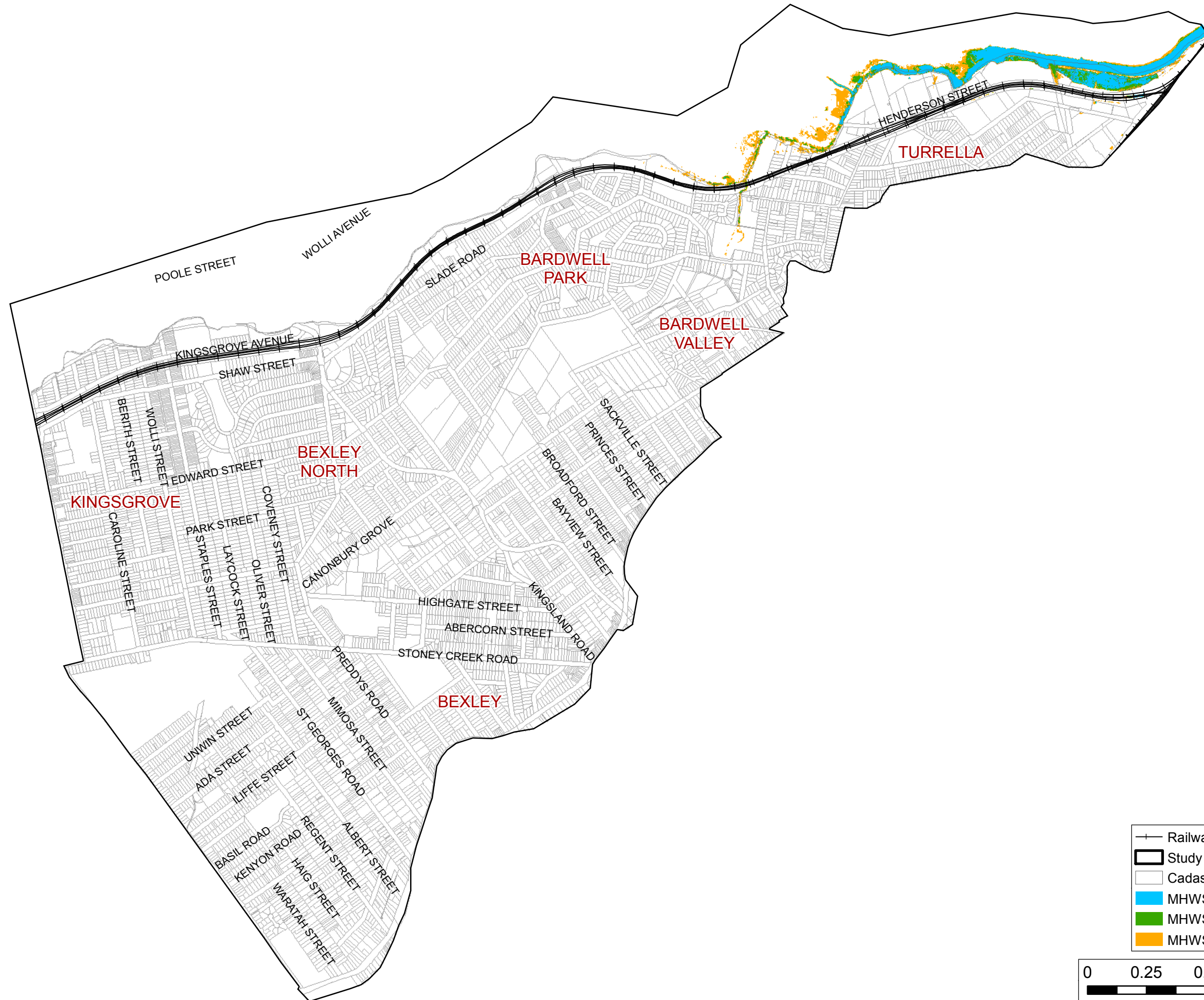
— Railway  
▭ Study Area  
▭ Cadastre  
X Roads Cut

**Flood Emergency Response Classification**

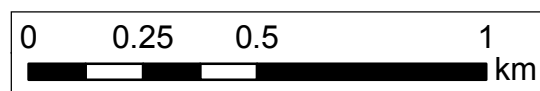
- Low Flood Island
- High Flood Island
- Overland Escape Route
- Rising Road Access
- Indirectly Affected



**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
TIDAL INUNDATION EXTENT  
MEAN HIGH WATER SPRINGS**

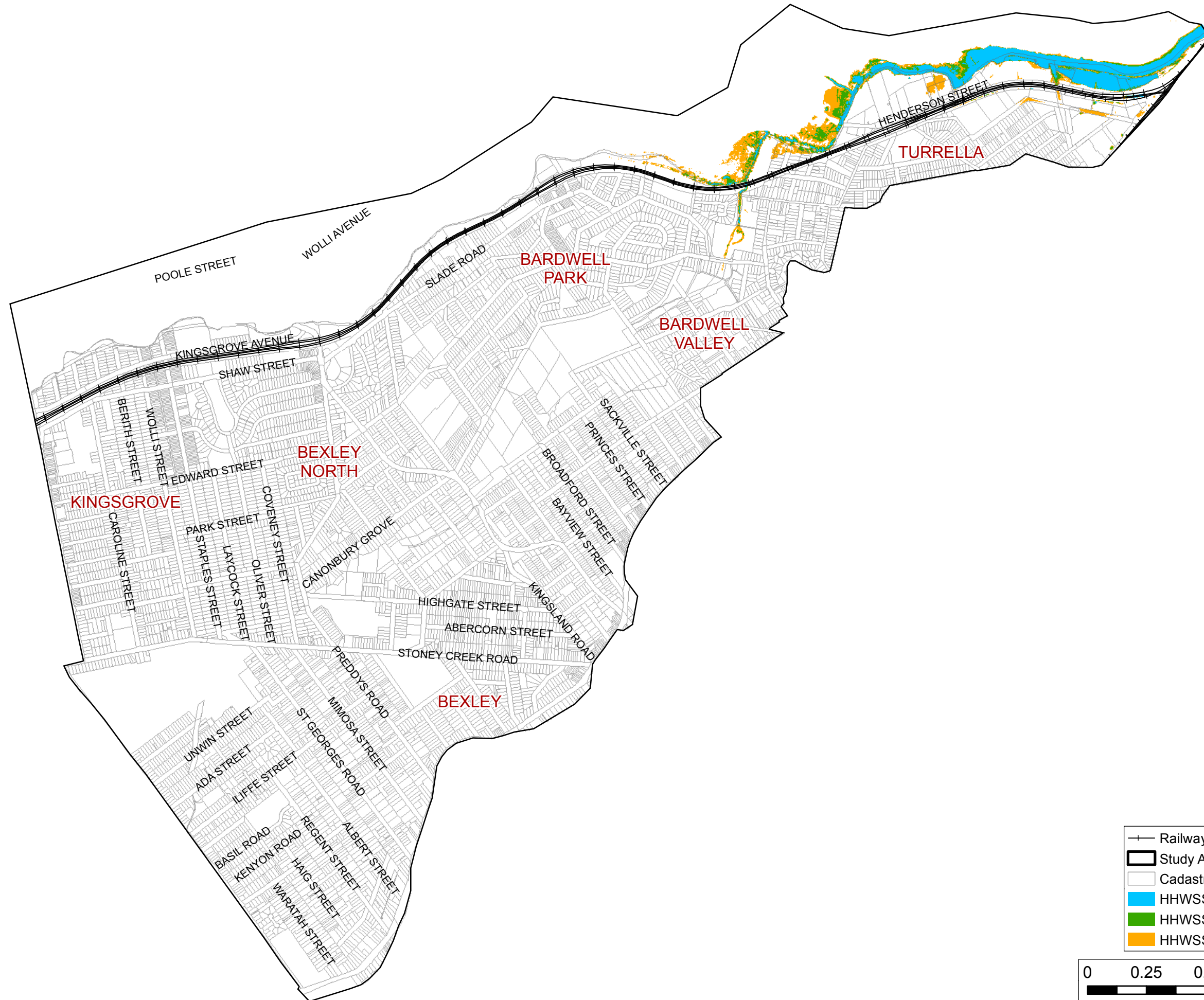


- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ▭ MHWS
- ▭ MHWS +0.4m Sea Level Rise
- ▭ MHWS +0.9m Sea Level Rise



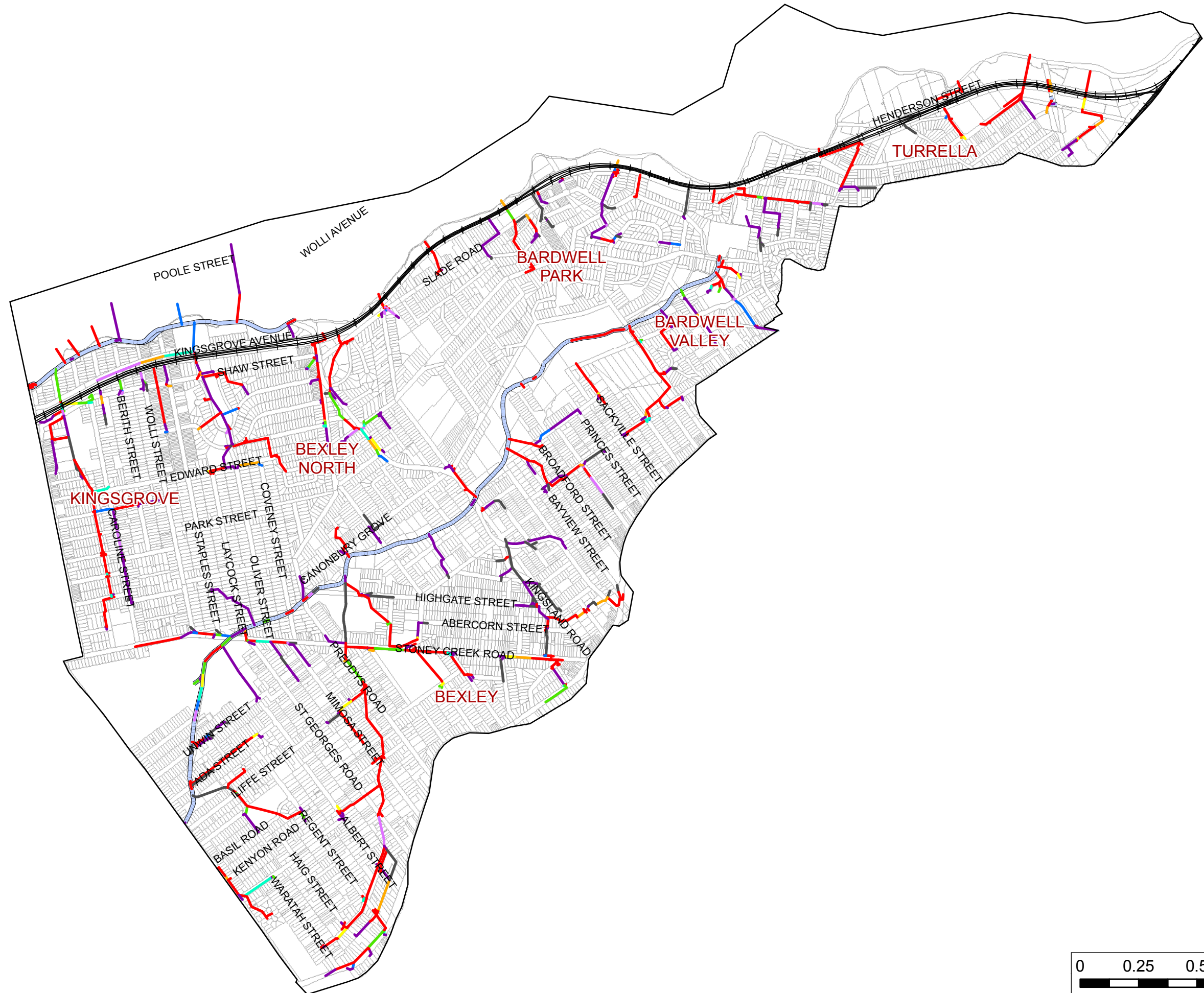


**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
TIDAL INUNDATION EXTENT  
HIGH HIGH WATER SOLSTICE SPRINGS**



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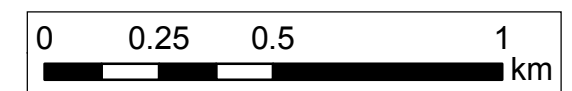
BAYSIDE WEST FRMS&P: BARDWELL CREEK  
PIPE CAPACITY ASSESSMENT  
FIRST EVENT FULL



- +— Railway
- ▭ Study Area
- Cadastre
- Open Channels

**Event Full**

- 20% AEP
- 10% AEP
- 5% AEP
- 2% AEP
- 1% AEP
- 0.5% AEP
- 0.2% AEP
- PMF
- Not Full



**BAYSIDE WEST FRMS&P: BARDWELL CREEK  
COMPARISON WITH PREVIOUS FLOOD STUDY RESULTS  
1% AEP EVENT**

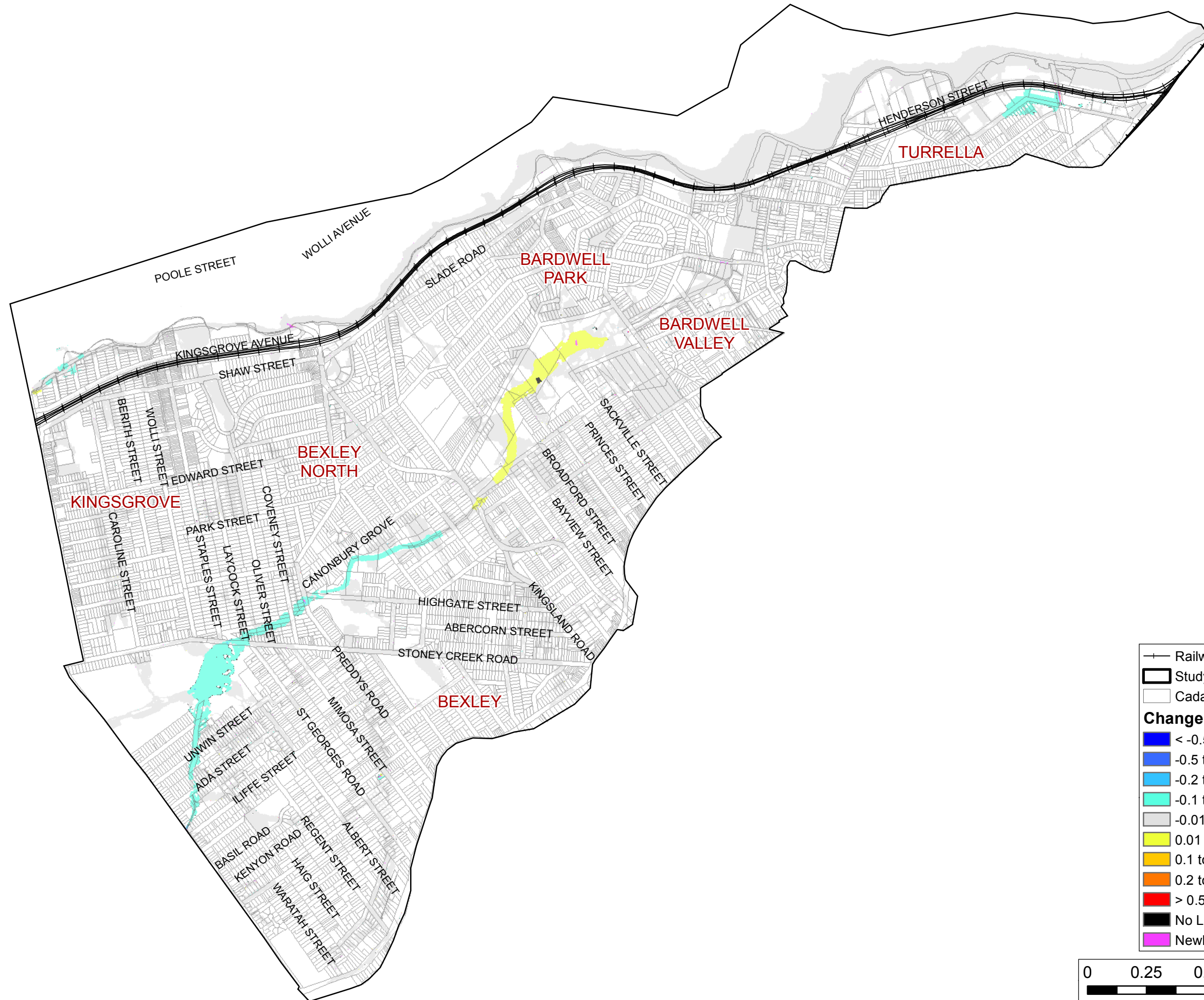
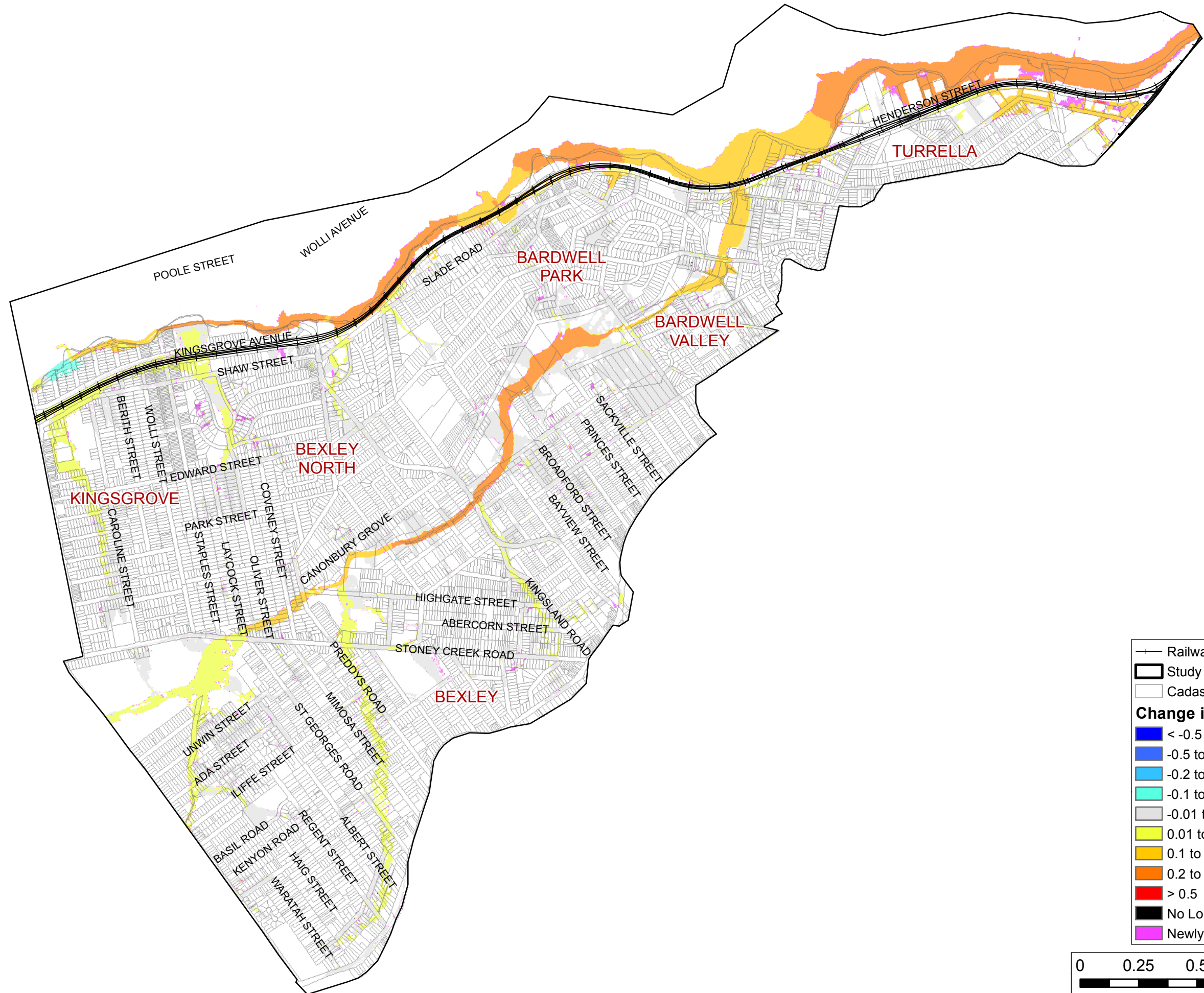


FIGURE C39  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**CLIMATE CHANGE SENSITIVITY 2050**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Change in Flood Level (m)**  
 < -0.5  
 -0.5 to -0.2  
 -0.2 to -0.1  
 -0.1 to -0.01  
 -0.01 to 0.01  
 0.01 to 0.1  
 0.1 to 0.2  
 0.2 to 0.5  
 > 0.5  
 No Longer Flooded  
 Newly Flooded

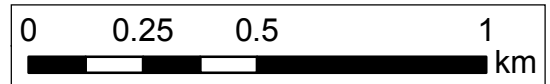


FIGURE C40  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**CLIMATE CHANGE SENSITIVITY 2090**  
**1% AEP EVENT**

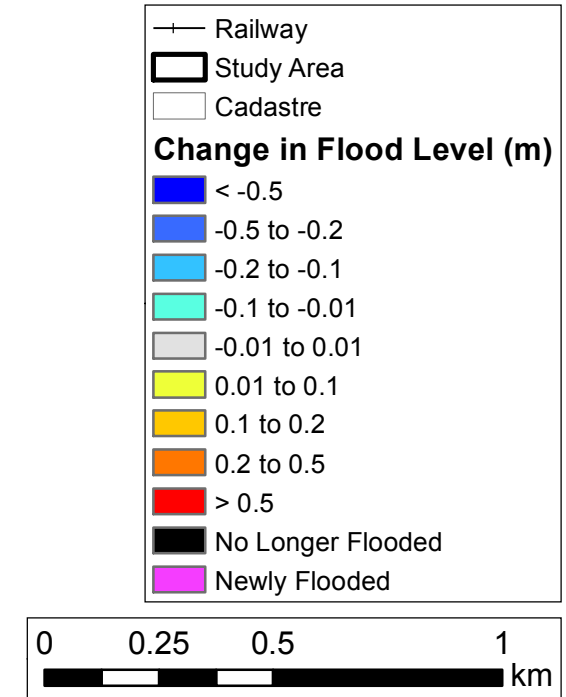
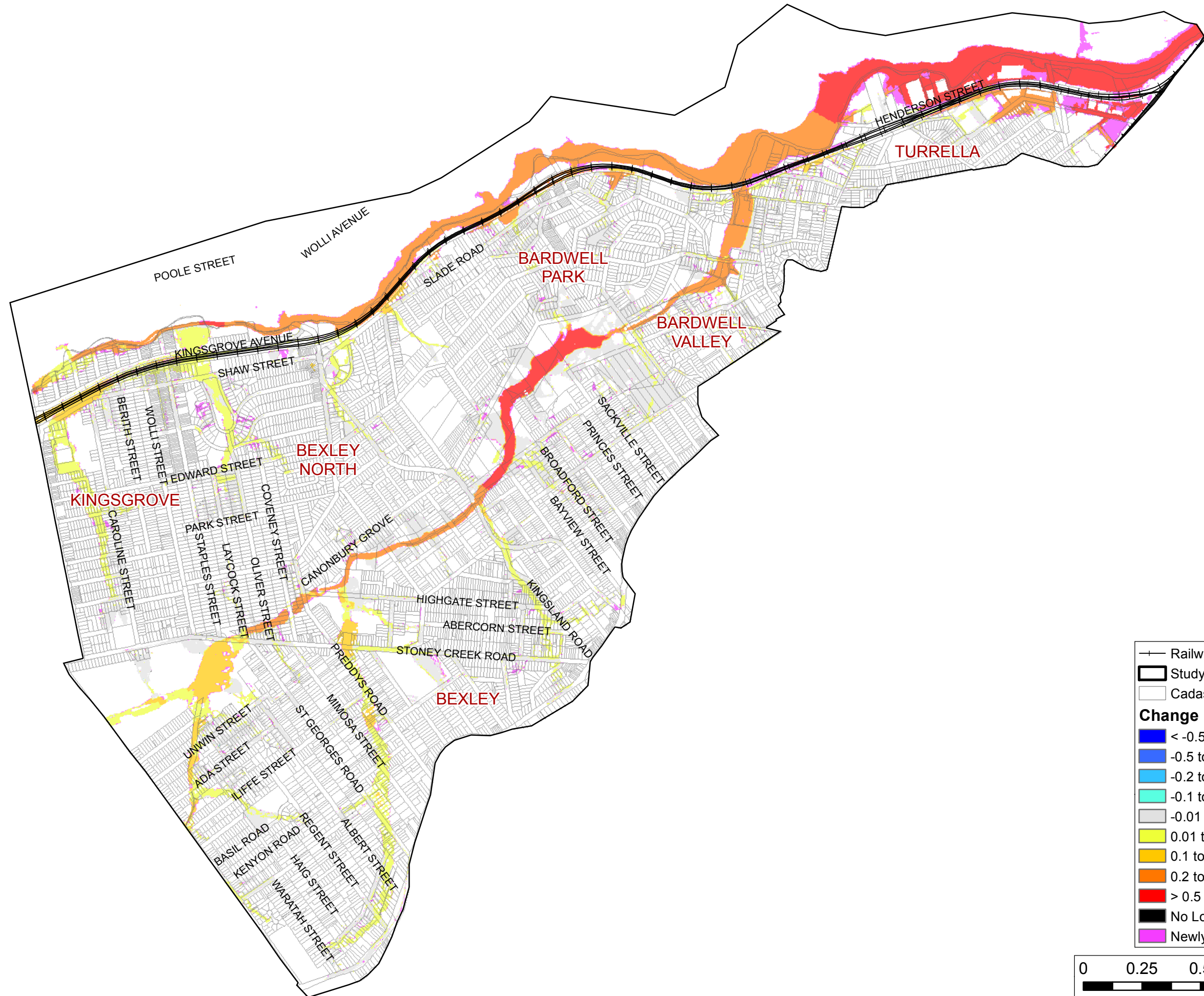
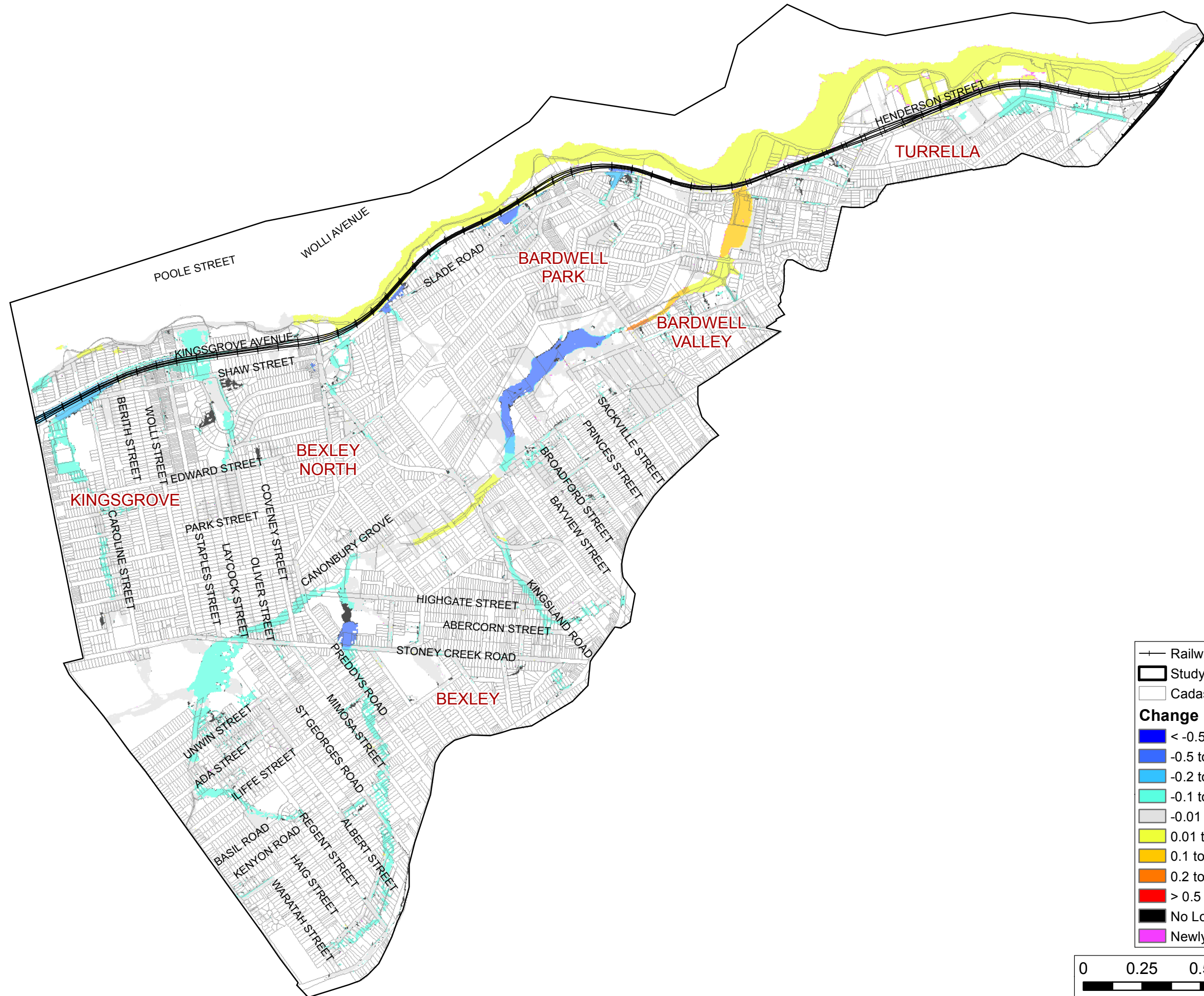


FIGURE C41  
**BAYSIDE WEST FRMS&P: BARDWELL CREEK**  
**NO BLOCKAGE SENSITIVITY**  
**1% AEP EVENT**



**Change in Flood Level (m)**

- < -0.5
- 0.5 to -0.2
- 0.2 to -0.1
- 0.1 to -0.01
- 0.01 to 0.01
- 0.01 to 0.1
- 0.1 to 0.2
- 0.2 to 0.5
- > 0.5
- No Longer Flooded
- Newly Flooded

## **APPENDIX D. BONNIE DOON DESIGN FLOOD MAPPING**

Figure D1: Bonnie Doon Peak Flood Depth and Level – 20% AEP Event  
Figure D2: Bonnie Doon Peak Flood Depth and Level – 10% AEP Event  
Figure D3: Bonnie Doon Peak Flood Depth and Level – 5% AEP Event  
Figure D4: Bonnie Doon Peak Flood Depth and Level – 2% AEP Event  
Figure D5: Bonnie Doon Peak Flood Depth and Level – 1% AEP Event  
Figure D6: Bonnie Doon Peak Flood Depth and Level – 0.5% AEP Event  
Figure D7: Bonnie Doon Peak Flood Depth and Level – 0.2% AEP Event  
Figure D8: Bonnie Doon Peak Flood Depth and Level – PMF Event  
Figure D9: Bonnie Doon Peak Velocity – 20% AEP Event  
Figure D10: Bonnie Doon Peak Velocity – 10% AEP Event  
Figure D11: Bonnie Doon Peak Velocity – 5% AEP Event  
Figure D12: Bonnie Doon Peak Velocity – 2% AEP Event  
Figure D13: Bonnie Doon Peak Velocity – 1% AEP Event  
Figure D14: Bonnie Doon Peak Velocity – 0.5% AEP Event  
Figure D15: Bonnie Doon Peak Velocity – 0.2% AEP Event  
Figure D16: Bonnie Doon Peak Velocity – PMF Event  
Figure D17: Bonnie Doon Hydraulic Hazard – 20% AEP Event  
Figure D18: Bonnie Doon Hydraulic Hazard – 10% AEP Event  
Figure D19: Bonnie Doon Hydraulic Hazard – 5% AEP Event  
Figure D20: Bonnie Doon Hydraulic Hazard – 2% AEP Event  
Figure D21: Bonnie Doon Hydraulic Hazard – 1% AEP Event  
Figure D22: Bonnie Doon Hydraulic Hazard – 0.5% AEP Event  
Figure D23: Bonnie Doon Hydraulic Hazard – 0.2% AEP Event  
Figure D24: Bonnie Doon Hydraulic Hazard – PMF Event  
Figure D25: Bonnie Doon Hydraulic Categories – 20% AEP Event  
Figure D26: Bonnie Doon Hydraulic Categories – 10% AEP Event  
Figure D27: Bonnie Doon Hydraulic Categories – 5% AEP Event  
Figure D28: Bonnie Doon Hydraulic Categories – 2% AEP Event  
Figure D29: Bonnie Doon Hydraulic Categories – 1% AEP Event  
Figure D30: Bonnie Doon Hydraulic Categories – 0.5% AEP Event  
Figure D31: Bonnie Doon Hydraulic Categories – 0.2% AEP Event  
Figure D32: Bonnie Doon Hydraulic Categories – PMF Event  
Figure D33: Bonnie Doon Flood Emergency Response Classification – 1% AEP Event  
Figure D34: Bonnie Doon Flood Emergency Response Classification – PMF Event  
Figure D35: Bonnie Doon Mean High Water Springs Tidal Inundation Extent  
Figure D36: Bonnie Doon High High Water Solstice Springs Tidal Inundation Extent  
Figure D37: Bonnie Doon Pipe Capacity Assessment  
Figure D38: Bonnie Doon Comparison with Previous Flood Study Results – 1% AEP Event  
Figure D39: Bonnie Doon Climate Change Impact – 2050 Projection  
Figure D40: Bonnie Doon Climate Change Impact – 2090 Projection  
Figure D41: Bonnie Doon No Blockage Impact – 1% AEP Event



Appendix D



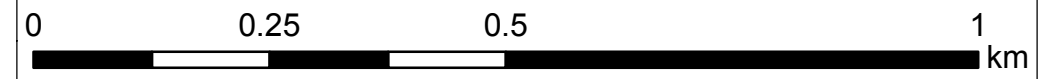
FIGURE D1  
BAYSIDE WEST FRMS&P: BOONIE DOON  
PEAK FLOOD DEPTH AND LEVEL  
20% AEP EVENT



- Railway
- ▭ Study Area
- ▭ Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)

**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2



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FIGURE D2  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**10% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)
- Peak Flood Depth (m)**
- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2

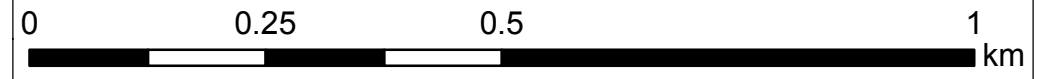


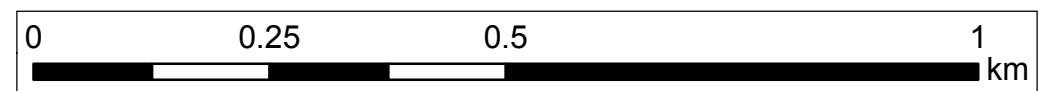
FIGURE D3  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**5% AEP EVENT**



- Railway
- Study Area
- Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)

**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2m color swatch"/> > 2



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FIGURE D4  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**2% AEP EVENT**



—+— Railway  
 — Study Area  
 — Cadastre  
 — Major Contour (5m interval)  
 — Minor Contour (1m interval)  
**Peak Flood Depth (m)**  
 0 - 0.15  
 0.15 - 0.3  
 0.3 - 0.5  
 0.5 - 1  
 1 - 2  
 > 2

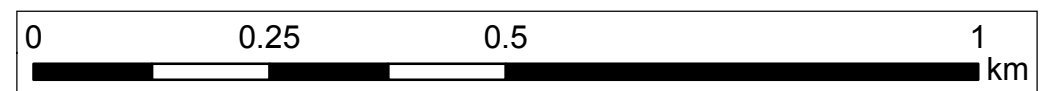
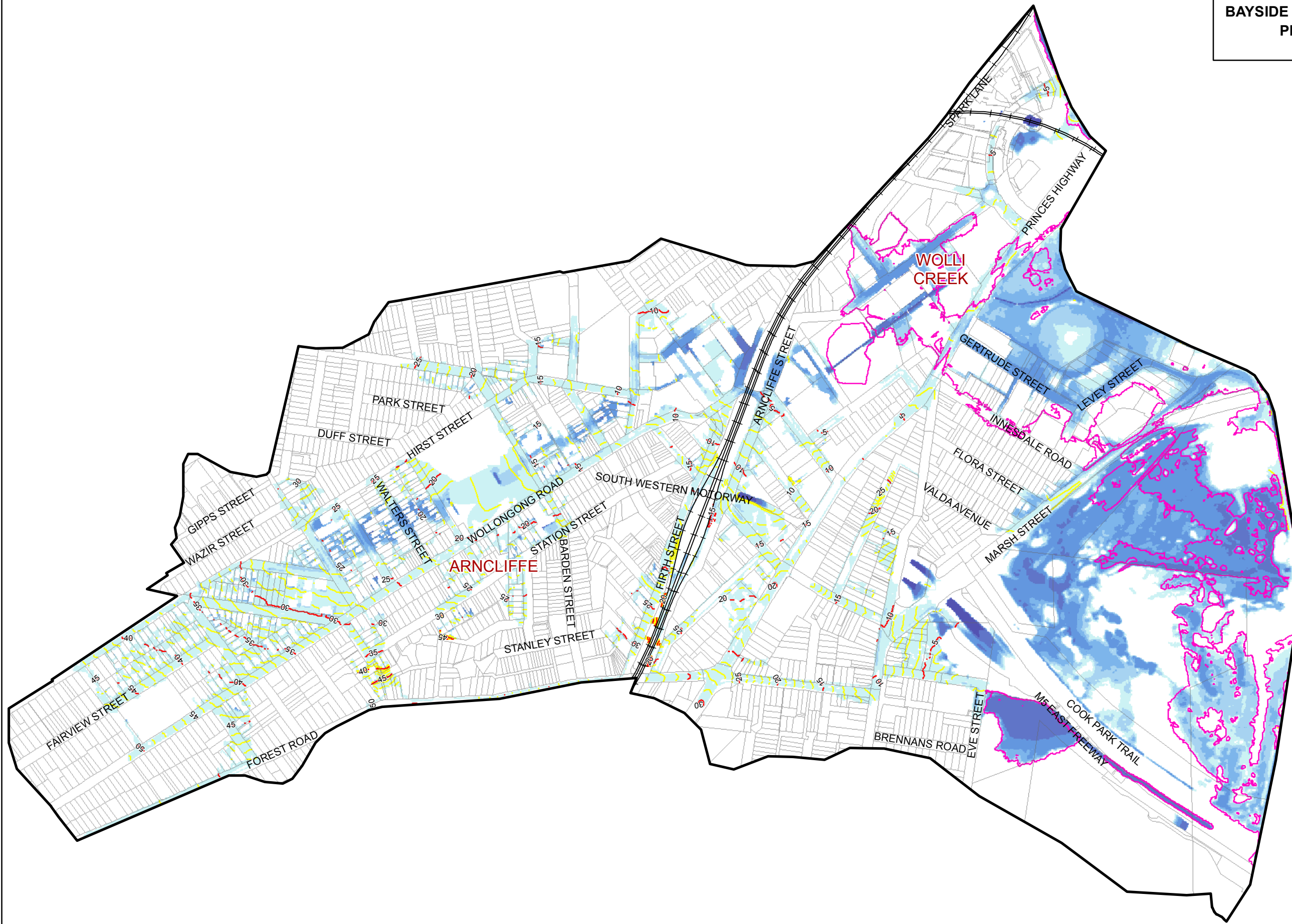


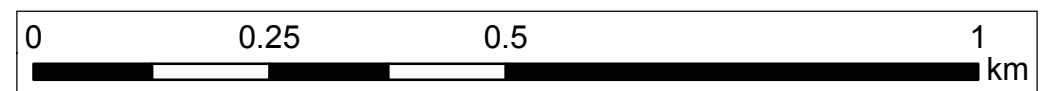
FIGURE D5  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**1% AEP EVENT**



- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ▭ 1% AEP Tailwater Extent
- Major Contour (5m interval)
- Minor Contour (1m interval)

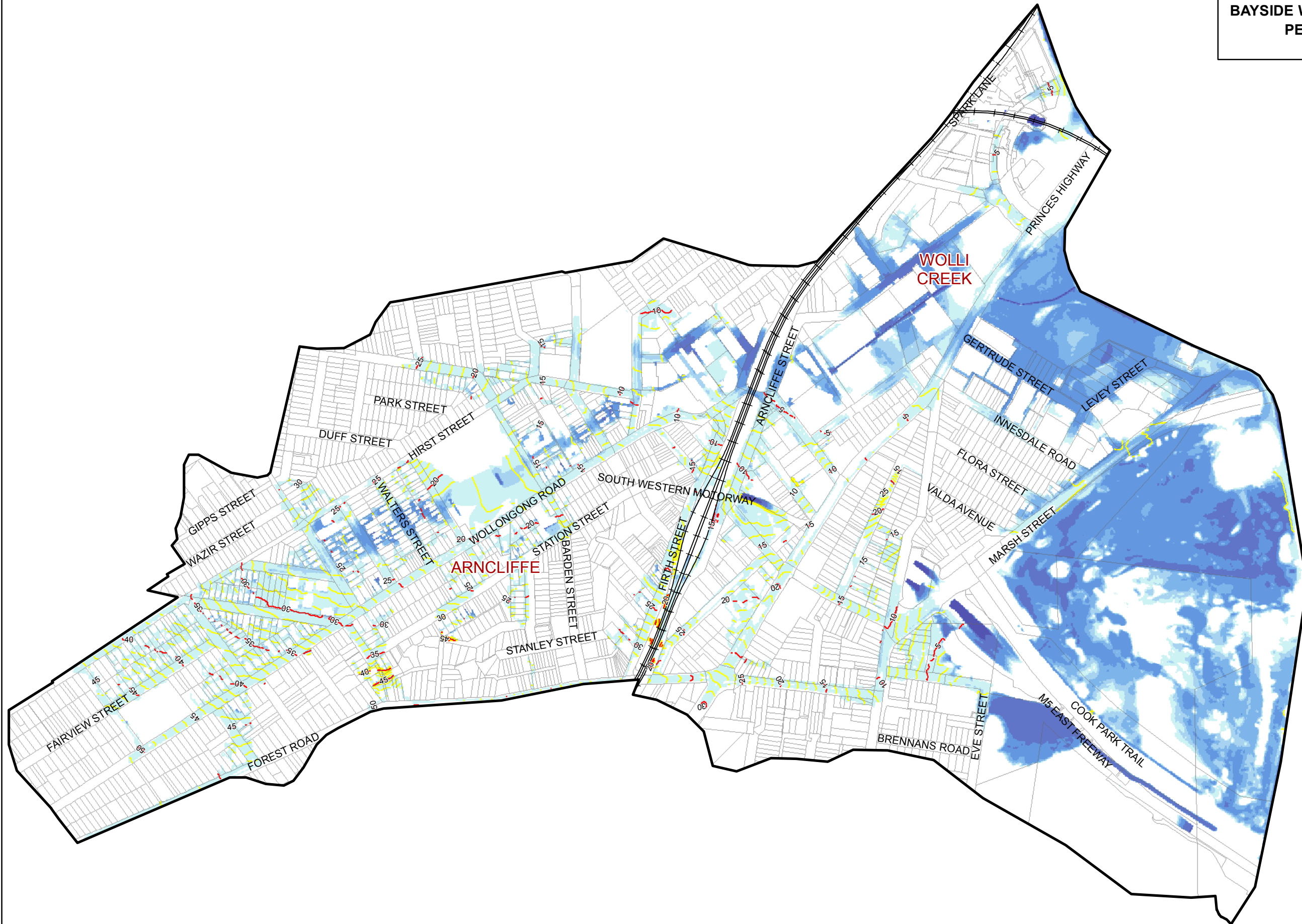
**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2



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FIGURE D6  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**0.5% AEP EVENT**



- Railway
- Study Area
- Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)

**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- >2m color swatch"/> > 2

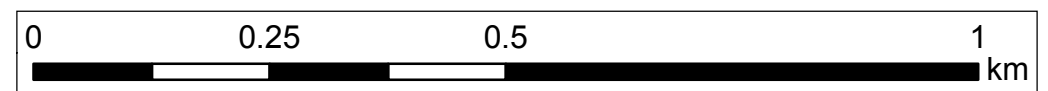


FIGURE D7  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**0.2% AEP EVENT**



- Railway
- Study Area
- Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)

**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2 depth color swatch"/> > 2

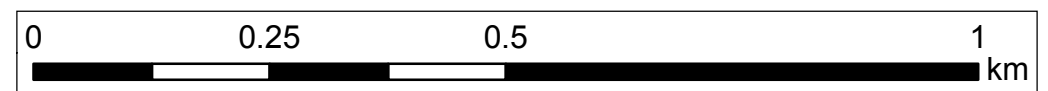


FIGURE D8  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK FLOOD DEPTH AND LEVEL**  
**PMF EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre
- Major Contour (5m interval)
- Minor Contour (1m interval)

**Peak Flood Depth (m)**

0 - 0.15
0.15 - 0.3
0.3 - 0.5
0.5 - 1
1 - 2
> 2

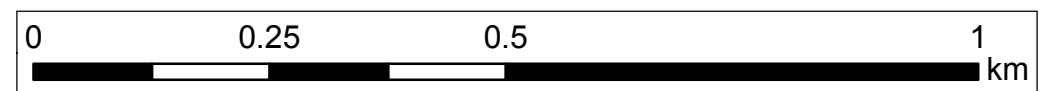




FIGURE D9  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**20% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

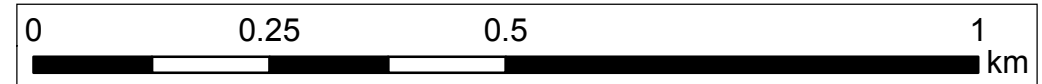
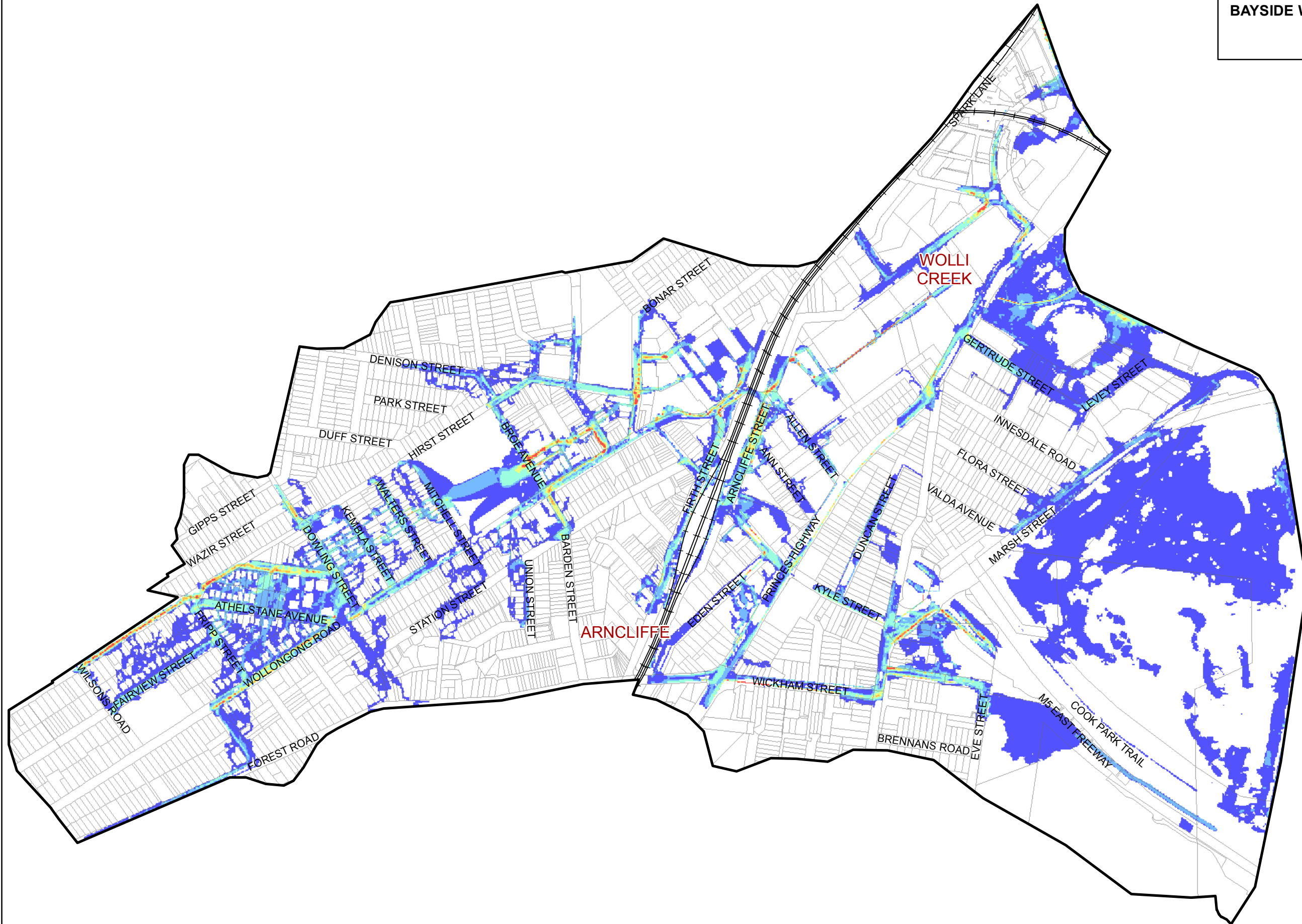


FIGURE D10  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**10% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

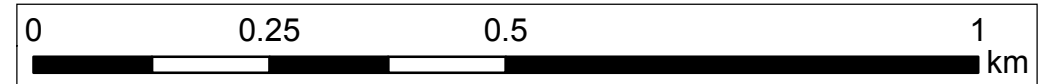
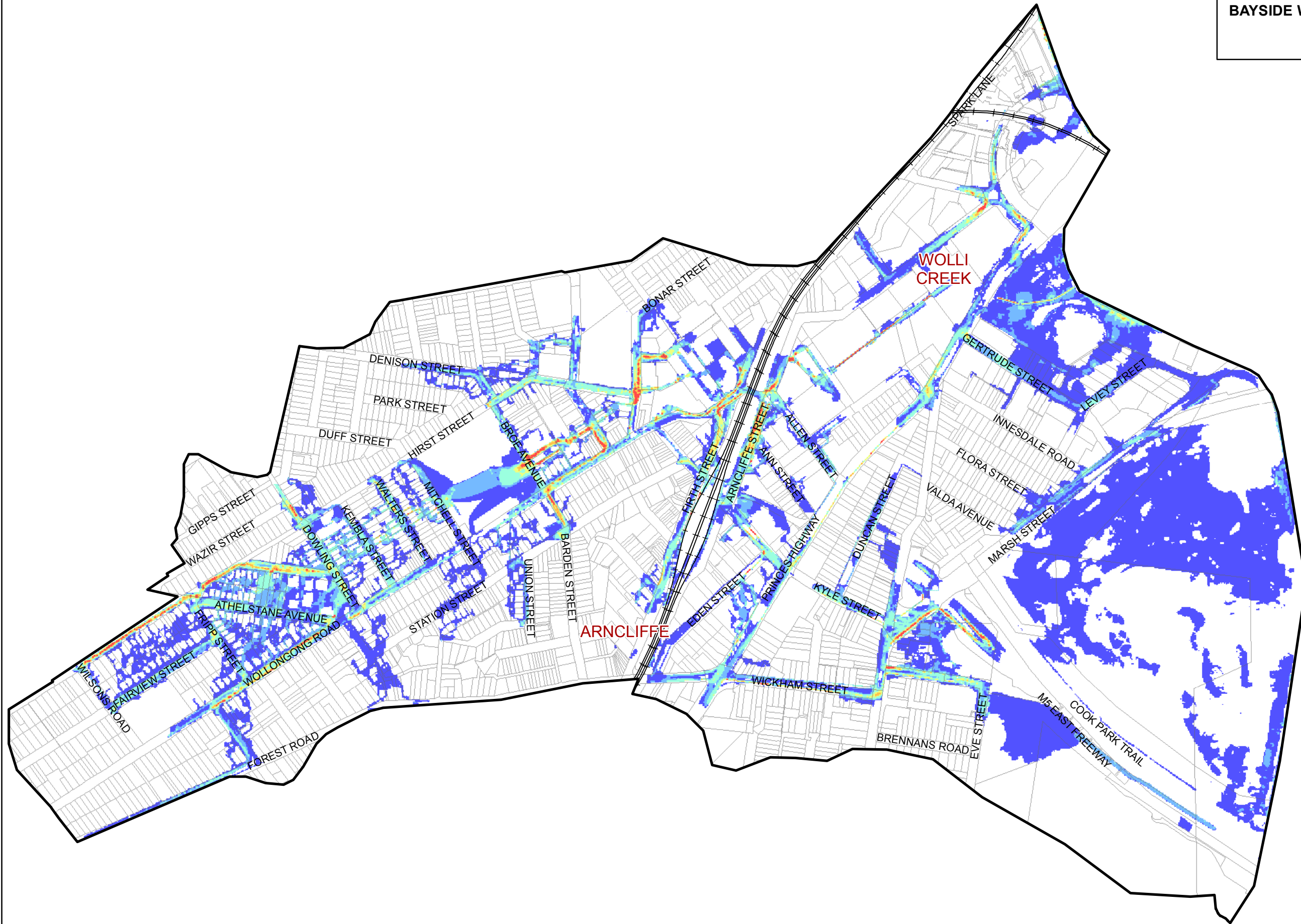


FIGURE D11  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**5% AEP EVENT**



— Railway  
 — Study Area  
 — Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

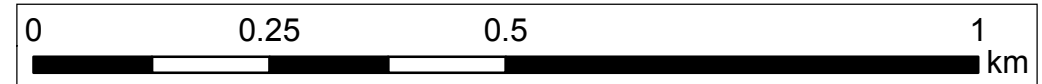
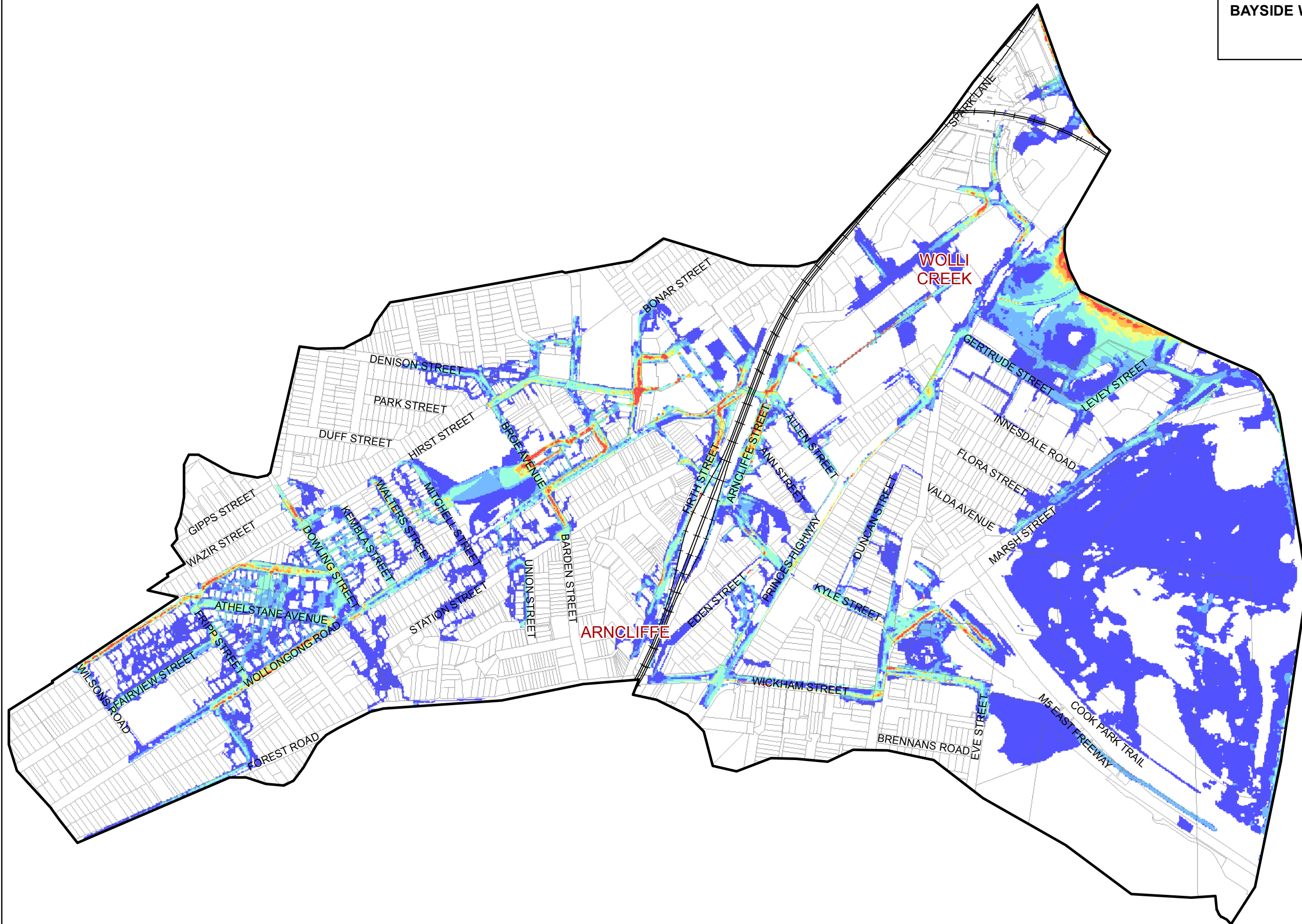


FIGURE D12  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

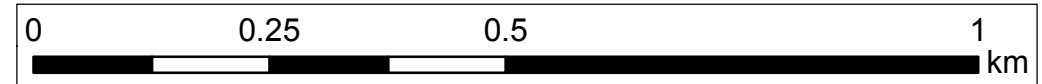
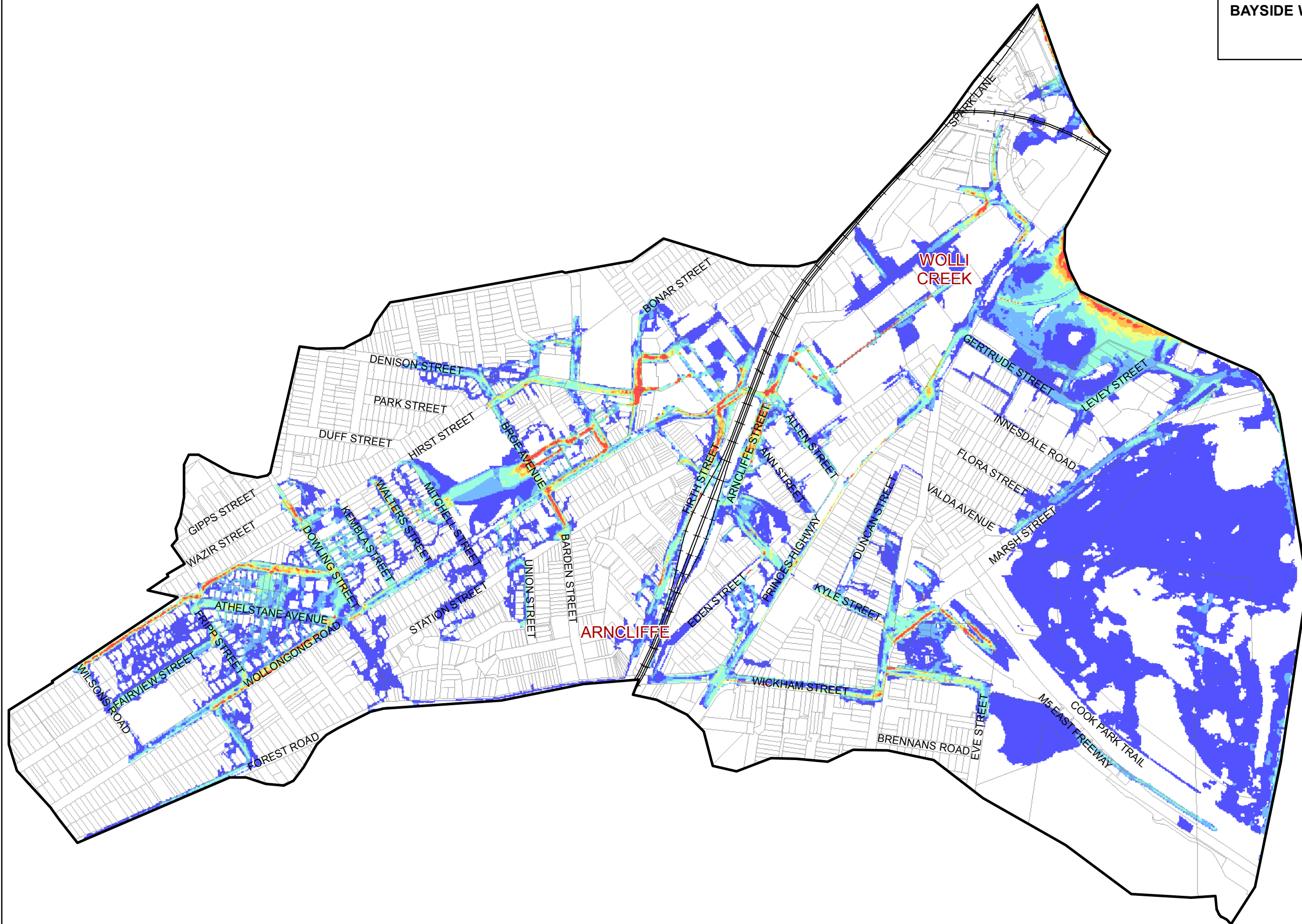


FIGURE D13  
BAYSIDE WEST FRMS&P: BOONIE DOON  
PEAK VELOCITY  
1% AEP EVENT



— Railway  
▭ Study Area  
▭ Cadastre

**Peak Velocity (m/s)**

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1
- 1 - 1.25
- 1.25 - 1.5
- > 1.5

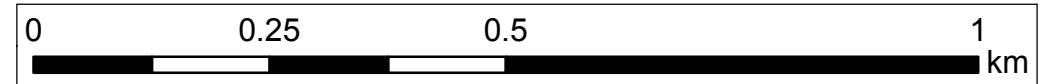
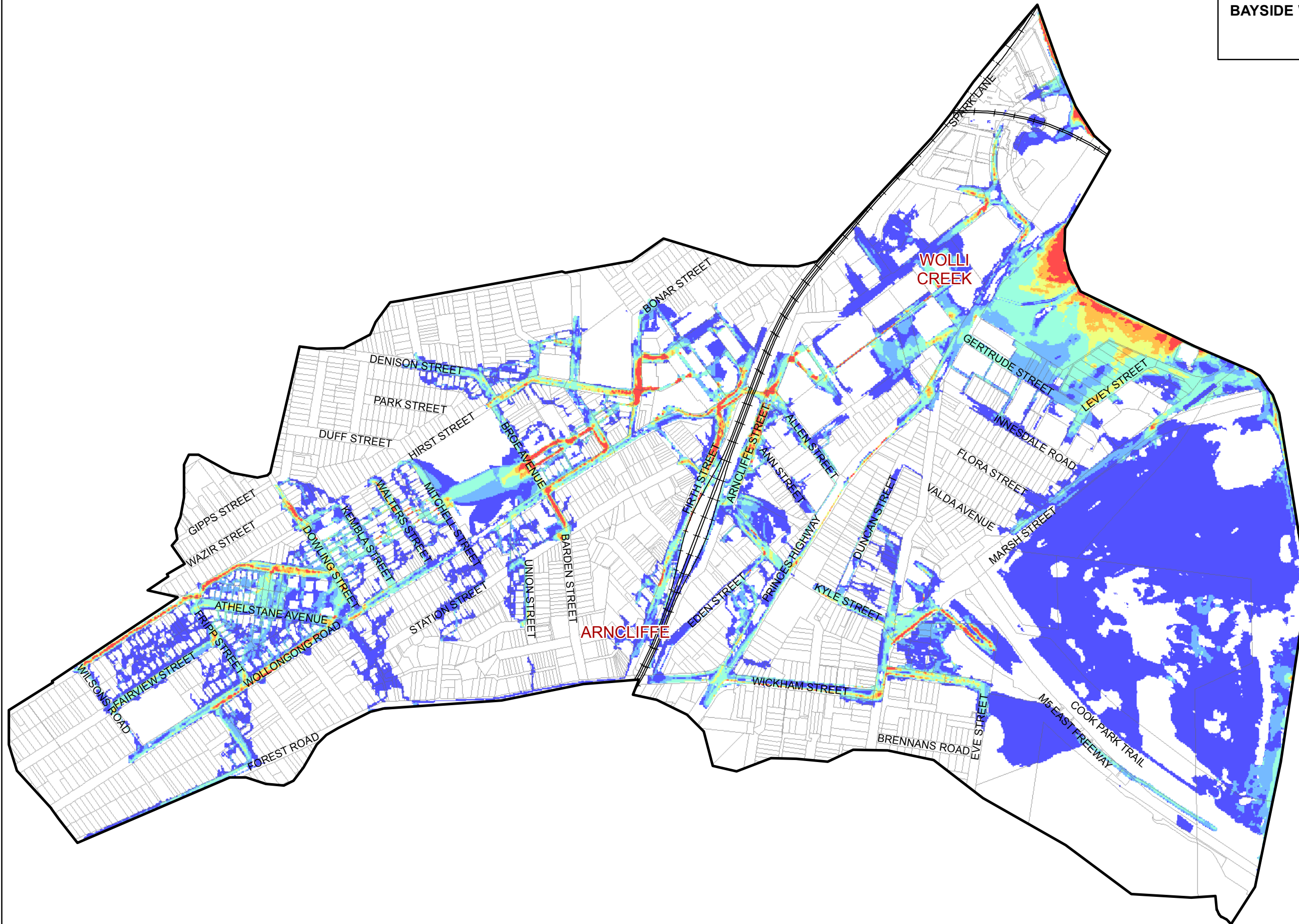


FIGURE D14  
BAYSIDE WEST FRMS&P: BOONIE DOON  
PEAK VELOCITY  
0.5% AEP EVENT



— Railway  
▭ Study Area  
▭ Cadastre

**Peak Velocity (m/s)**

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1
- 1 - 1.25
- 1.25 - 1.5
- > 1.5

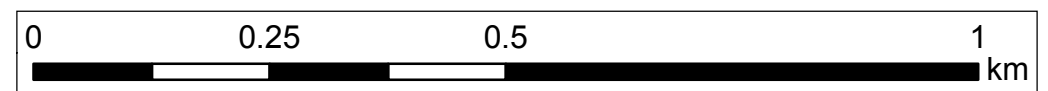


FIGURE D15  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**0.2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

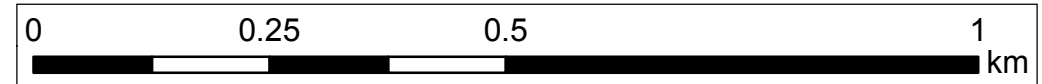


FIGURE D16  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PEAK VELOCITY**  
**PMF EVENT**



— Railway  
 [Black outline] Study Area  
 [Grey outline] Cadastre  
**Peak Velocity (m/s)**  
 [Blue] 0 - 0.25  
 [Light Blue] 0.25 - 0.5  
 [Green] 0.5 - 1  
 [Yellow] 1 - 1.25  
 [Orange] 1.25 - 1.5  
 [Red] > 1.5

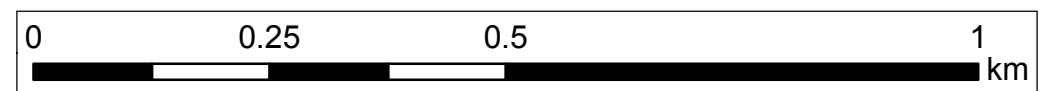




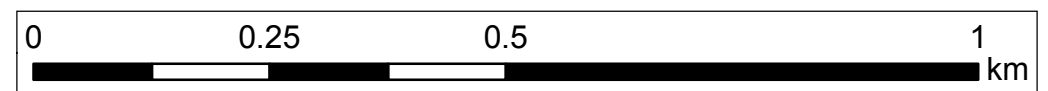
FIGURE D17  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**20% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

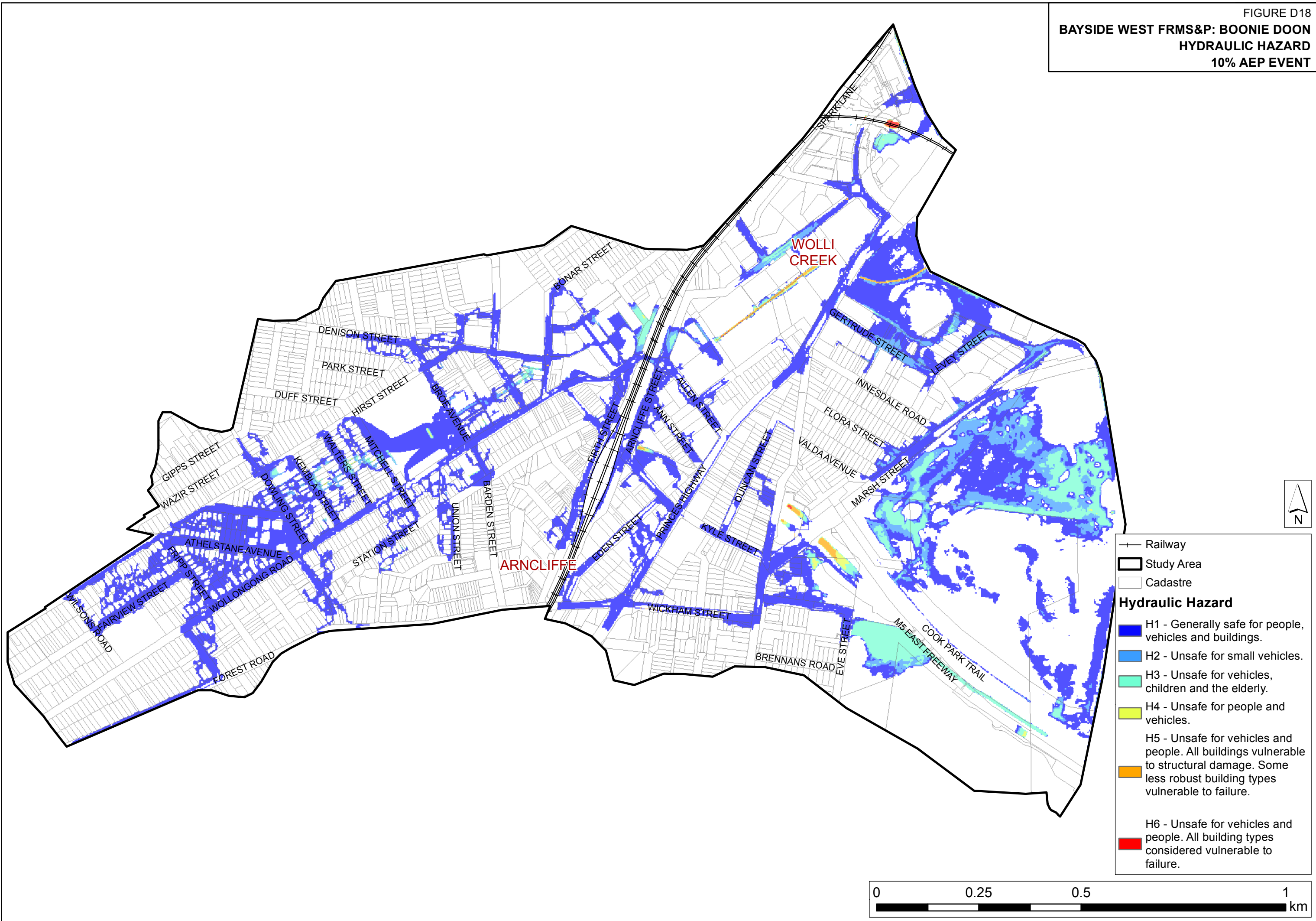
**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.



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FIGURE D18  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**10% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

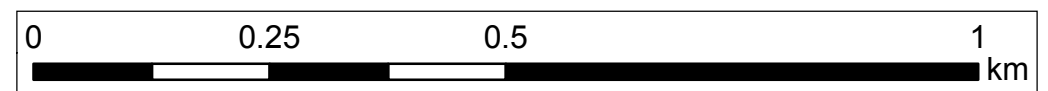
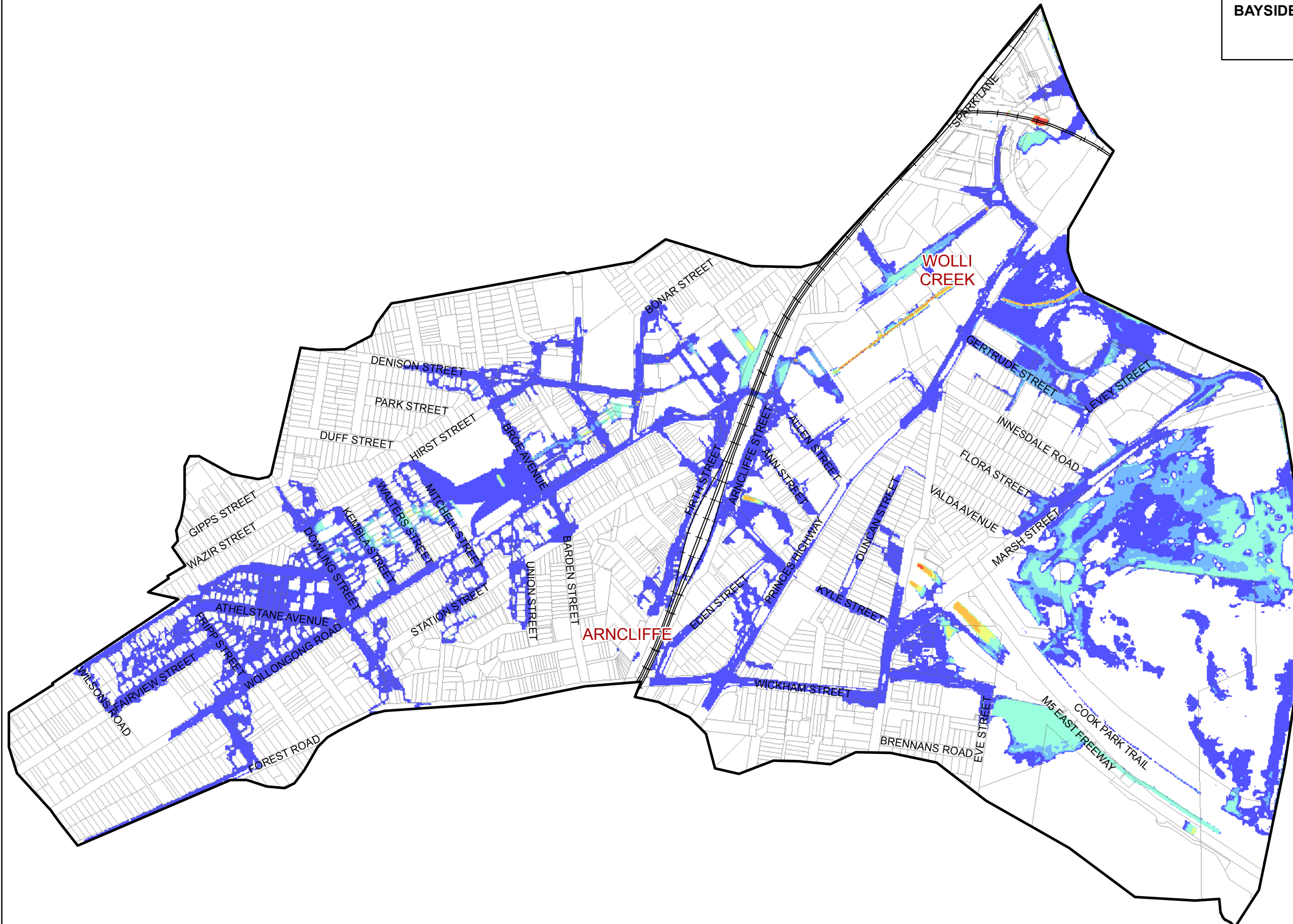


FIGURE D19  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**5% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

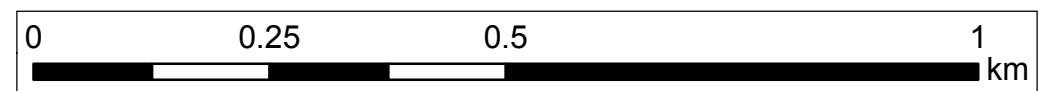
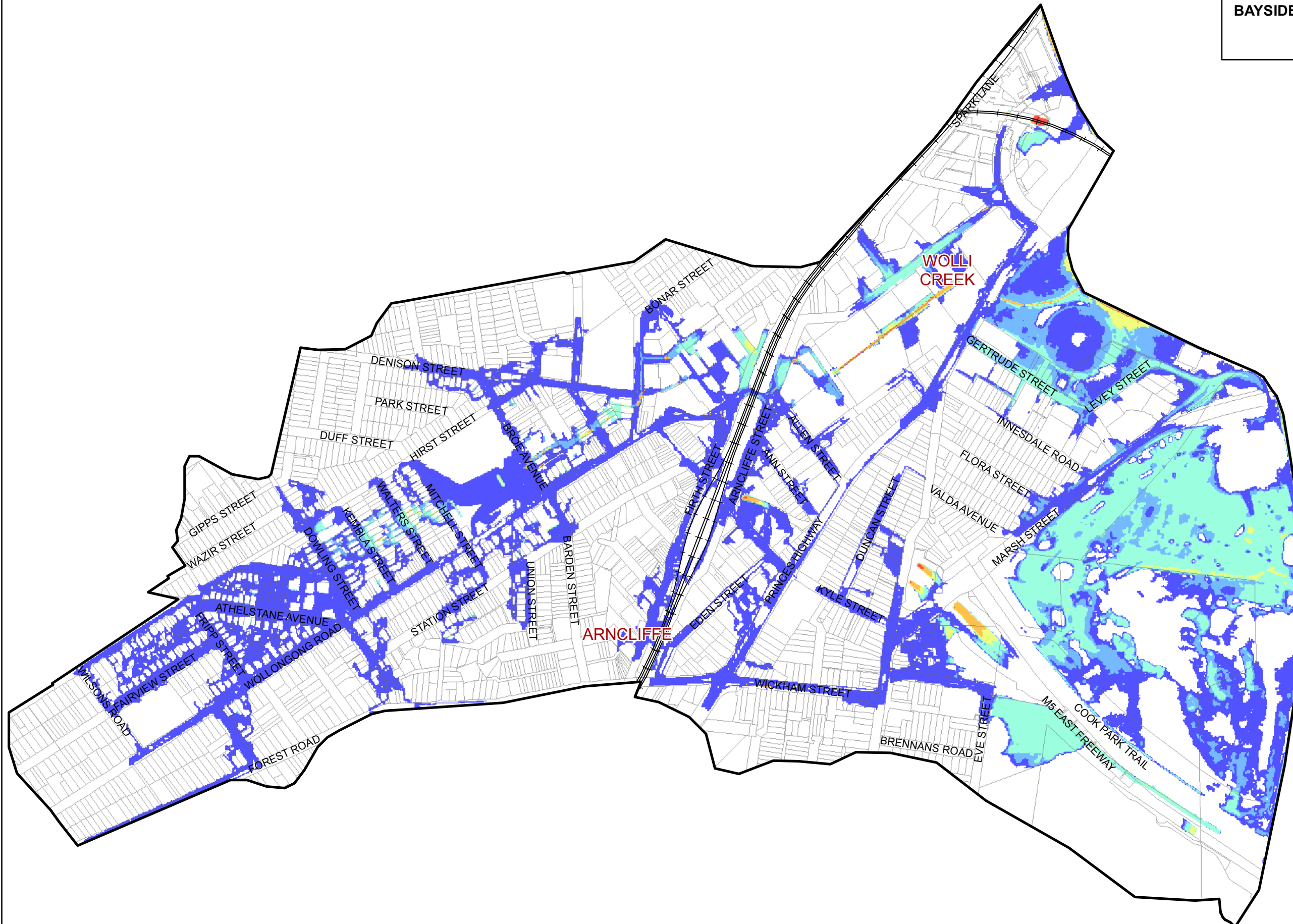


FIGURE D20  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

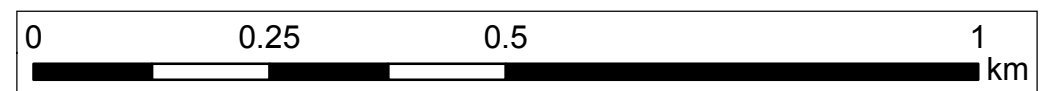
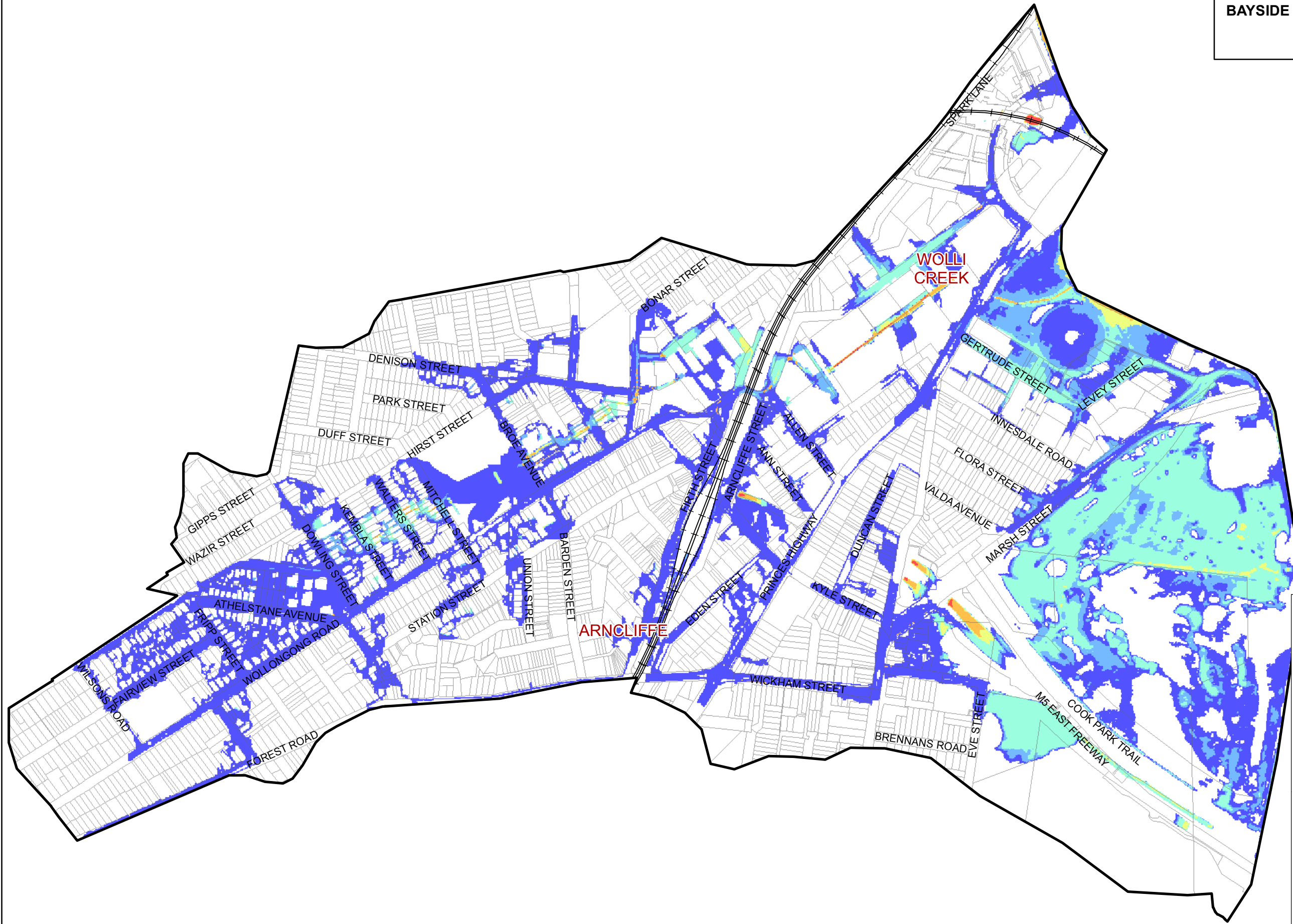


FIGURE D21  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

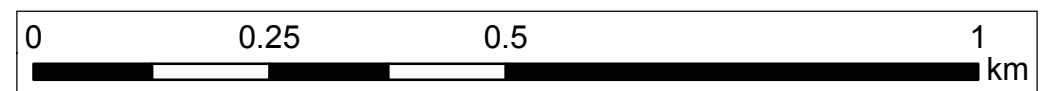
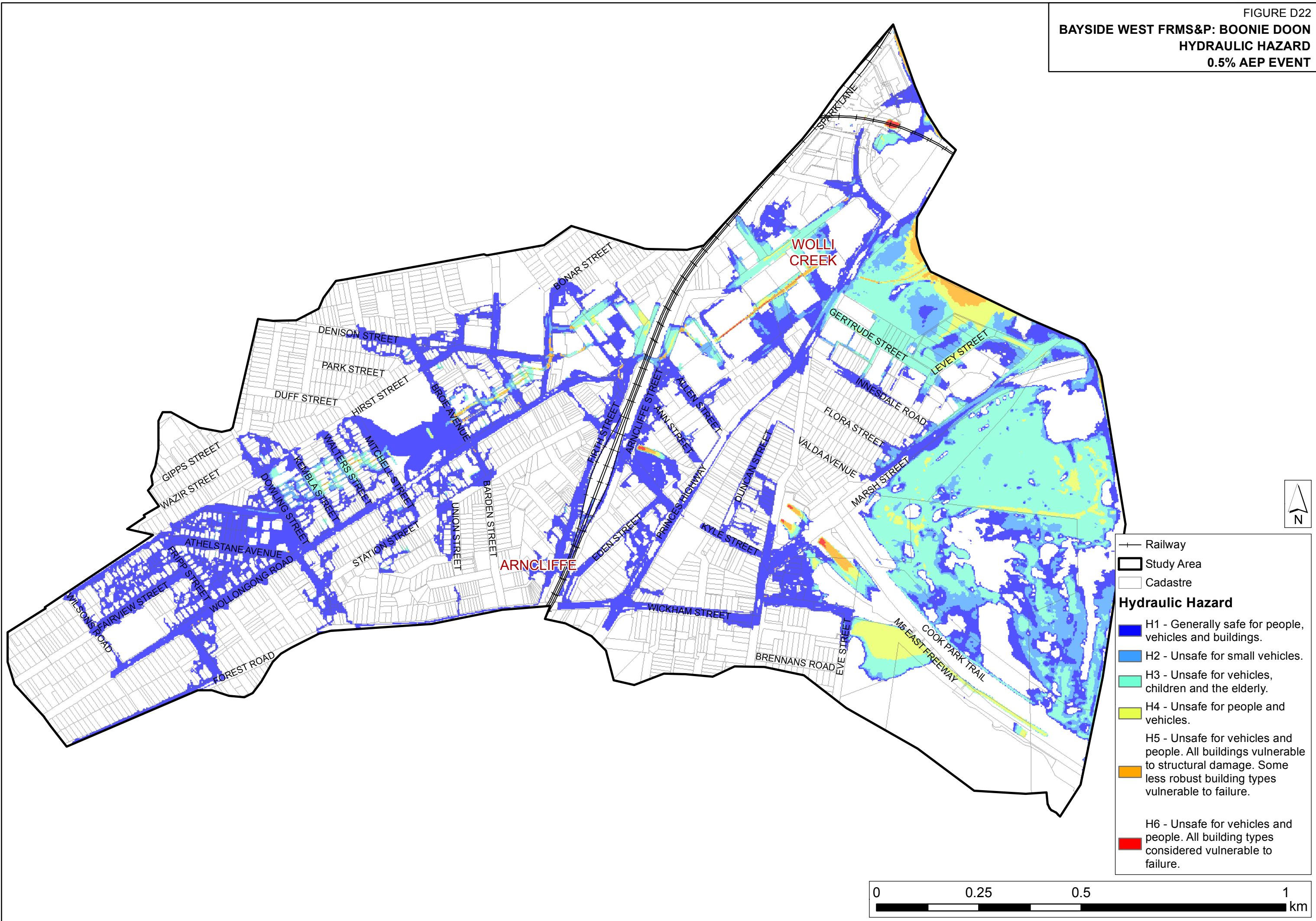


FIGURE D22  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**0.5% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

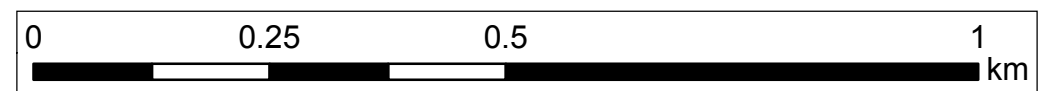
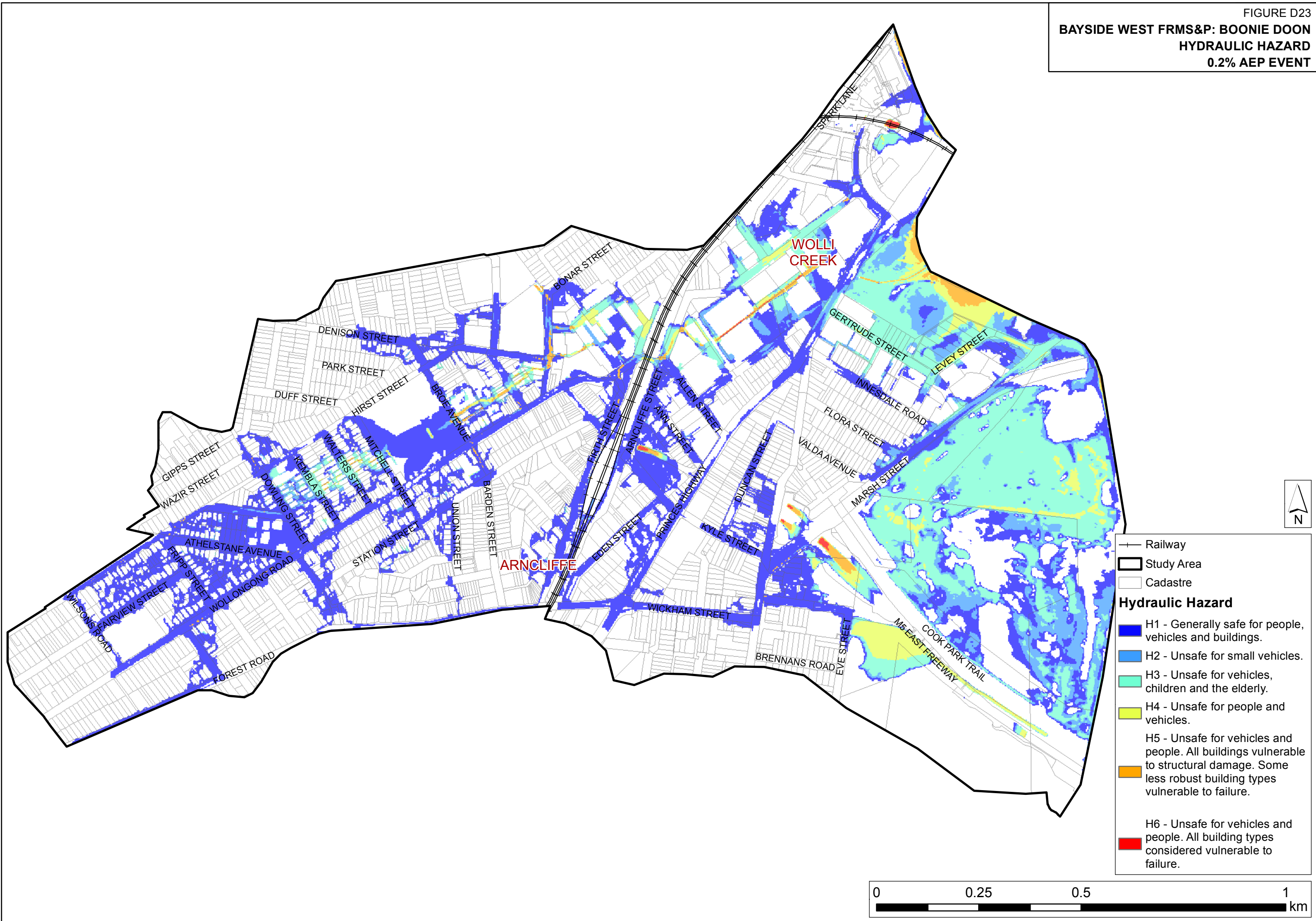
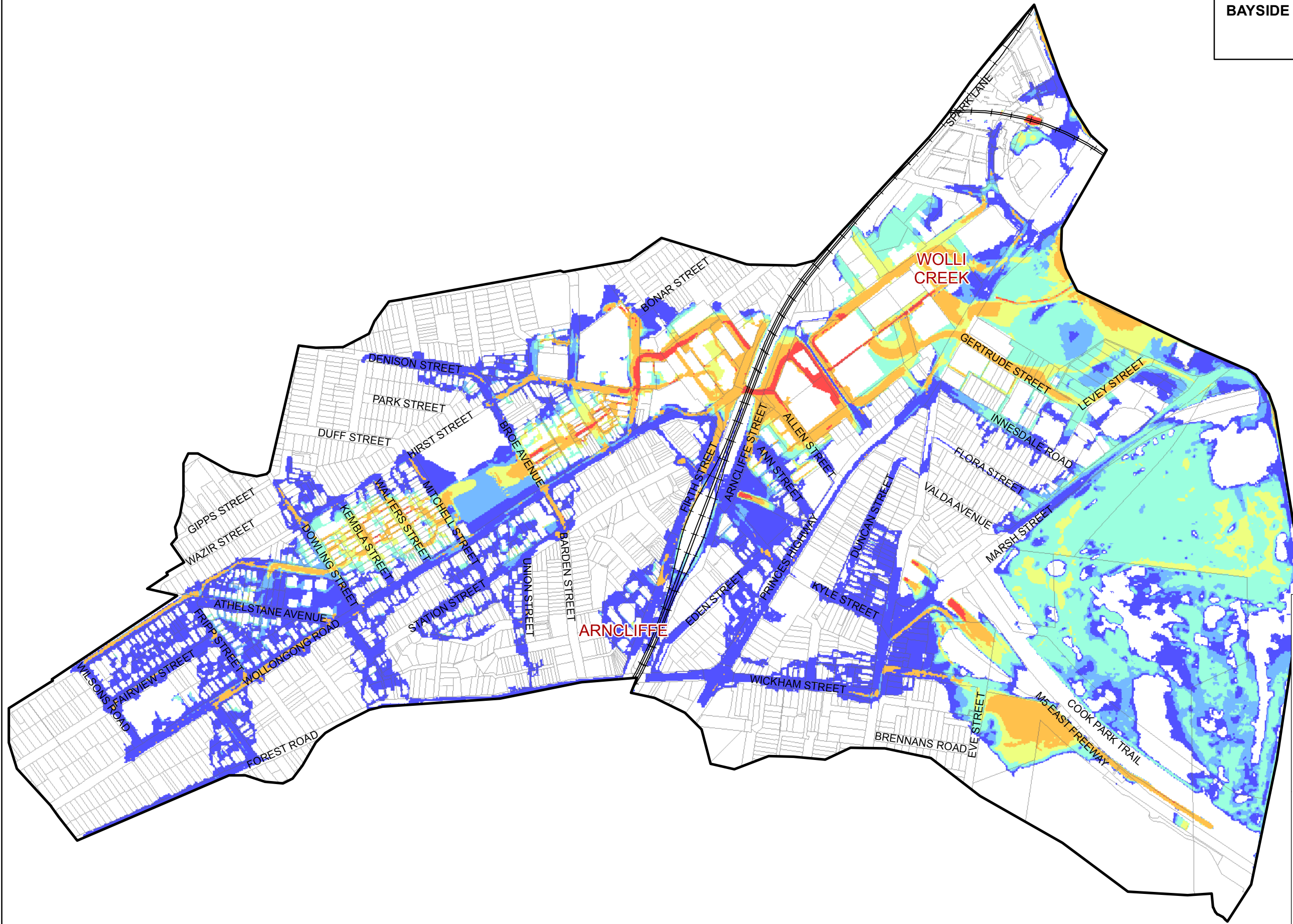


FIGURE D23  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**0.2% AEP EVENT**



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FIGURE D24  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC HAZARD**  
**PMF EVENT**



+ Railway  
 Study Area  
 Cadastre

**Hydraulic Hazard**

- H1 - Generally safe for people, vehicles and buildings.
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly.
- H4 - Unsafe for people and vehicles.
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure.
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure.

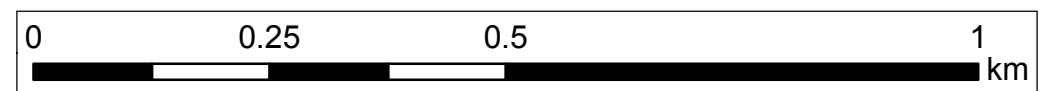
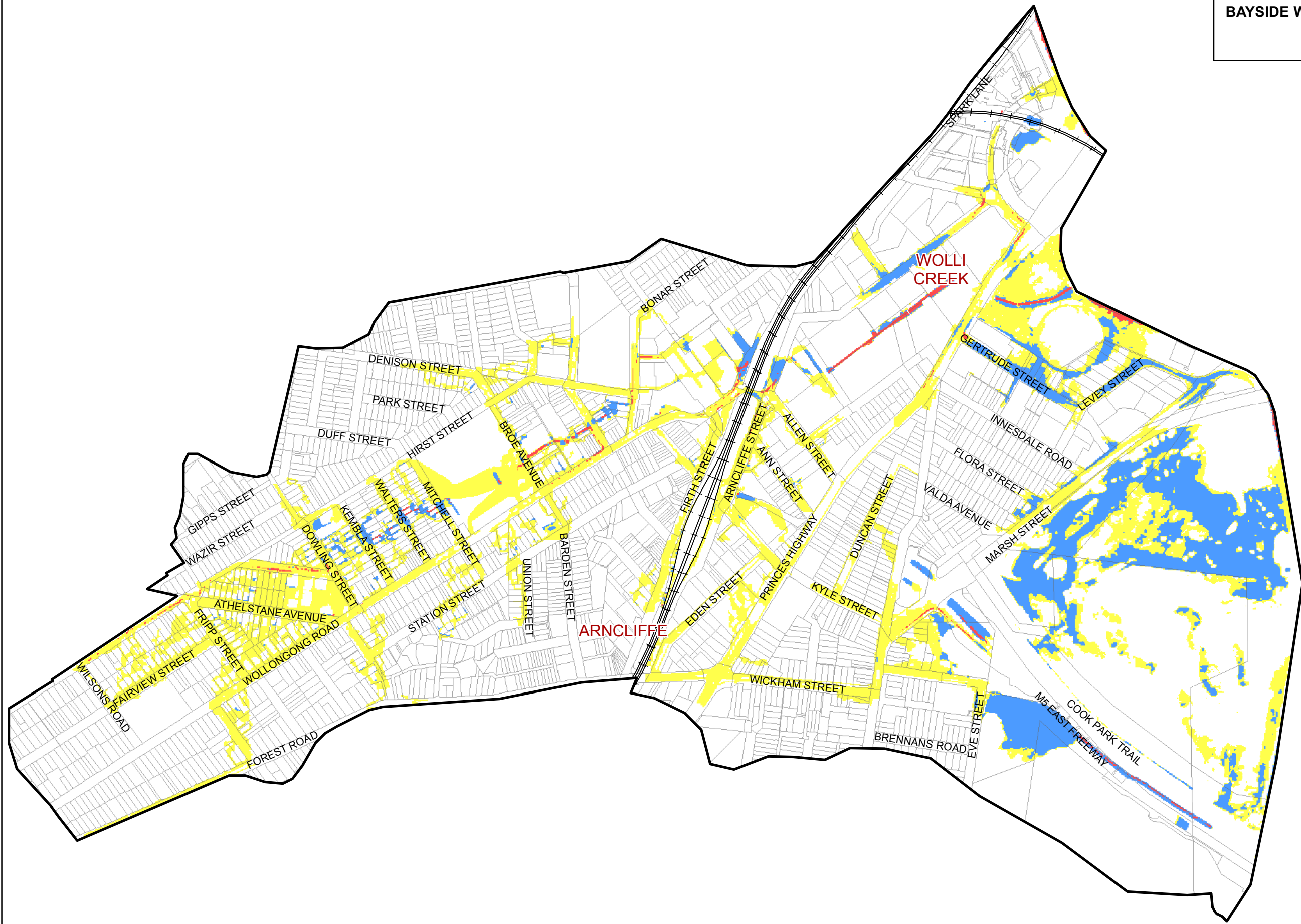




FIGURE D25  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**20% AEP EVENT**



— Railway  
 [Thick black line] Study Area  
 [Thin grey line] Cadastre

**Hydraulic Categorisation**

[Red box] Floodway  
 [Blue box] Flood Storage  
 [Yellow box] Flood Fringe

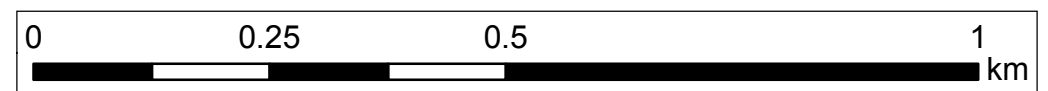


FIGURE D26  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**10% AEP EVENT**



— Railway  
 — Study Area  
 — Cadastre  
**Hydraulic Categorisation**  
 ■ Floodway  
 ■ Flood Storage  
 ■ Flood Fringe

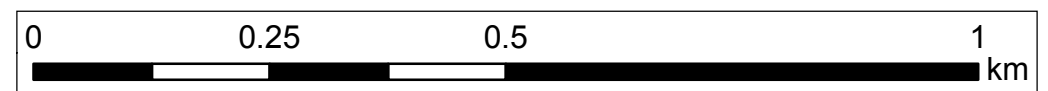


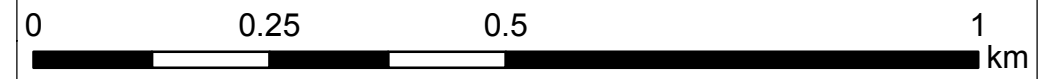
FIGURE D27  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**5% AEP EVENT**



— Railway  
 [Black outline] Study Area  
 [Grey outline] Cadastre

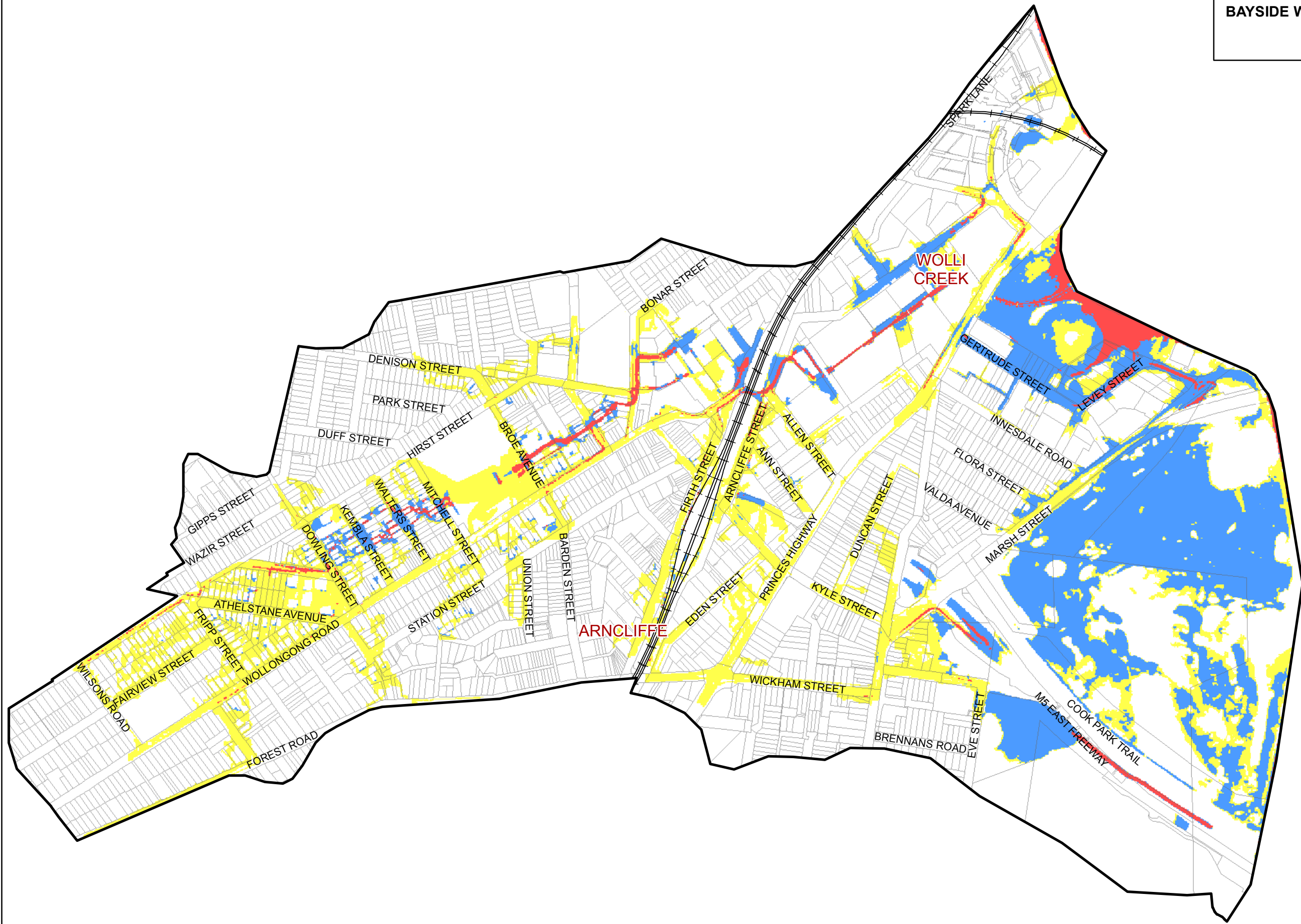
**Hydraulic Categorisation**

[Red] Floodway  
 [Blue] Flood Storage  
 [Yellow] Flood Fringe



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FIGURE D28  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**2% AEP EVENT**



— Railway  
 □ Study Area  
 □ Cadastre

**Hydraulic Categorisation**

- Floodway
- Flood Storage
- Flood Fringe

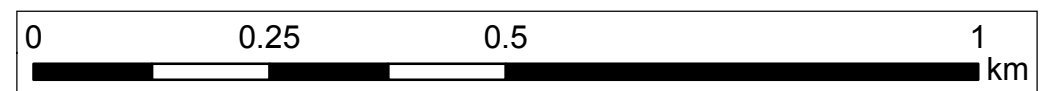
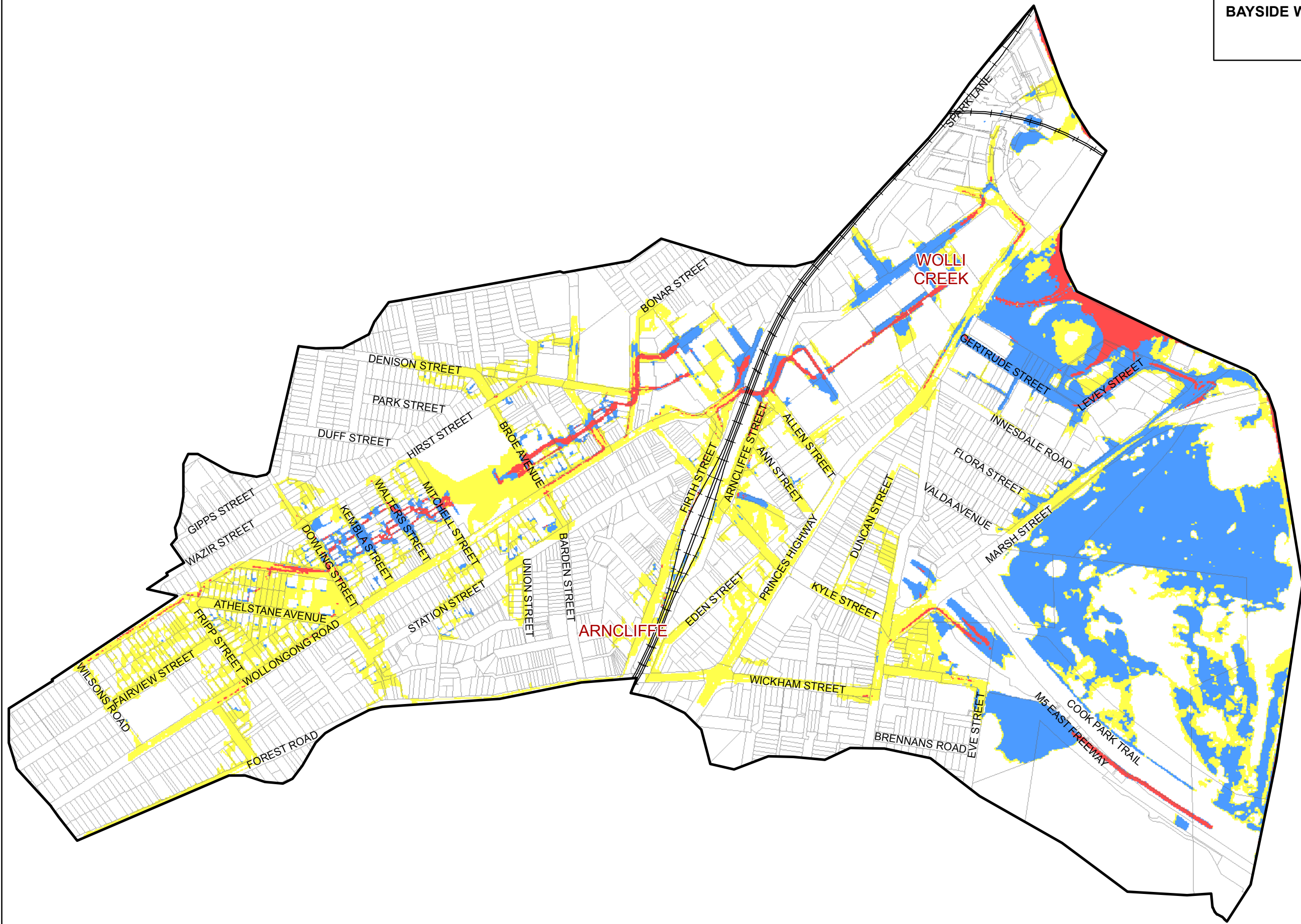


FIGURE D29  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**1% AEP EVENT**



— Railway  
 [Thick black line] Study Area  
 [Thin grey line] Cadastre

**Hydraulic Categorisation**

[Red box] Floodway  
 [Blue box] Flood Storage  
 [Yellow box] Flood Fringe

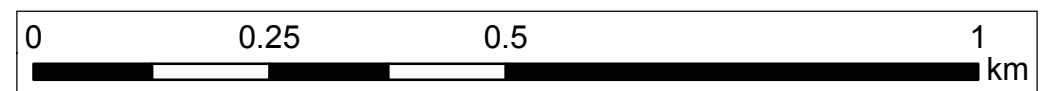
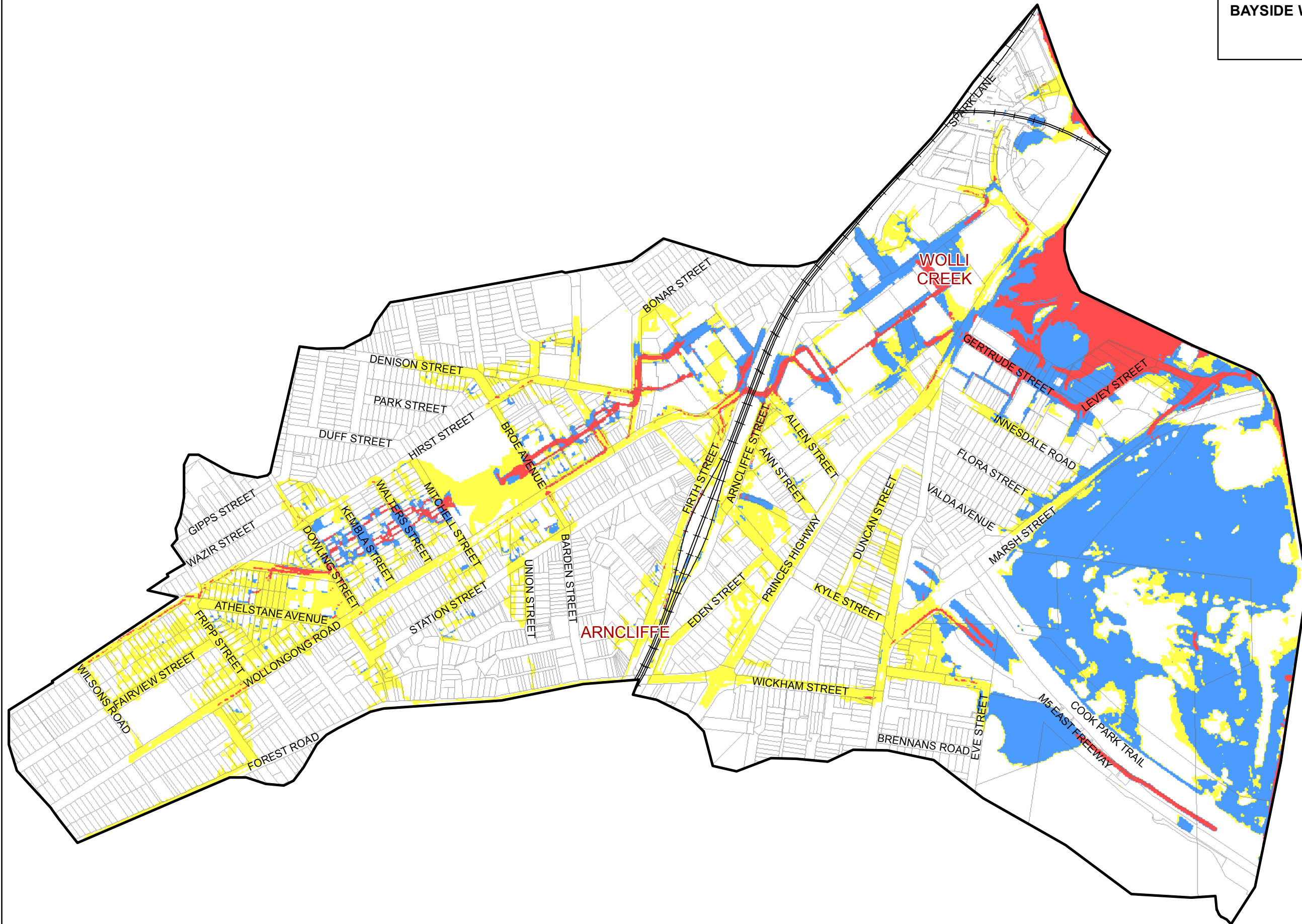


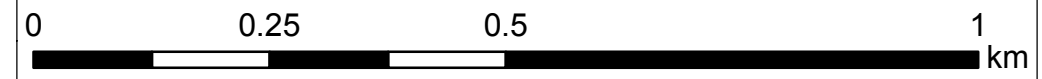
FIGURE D30  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**0.5% AEP EVENT**



— Railway  
 □ Study Area  
 □ Cadastre

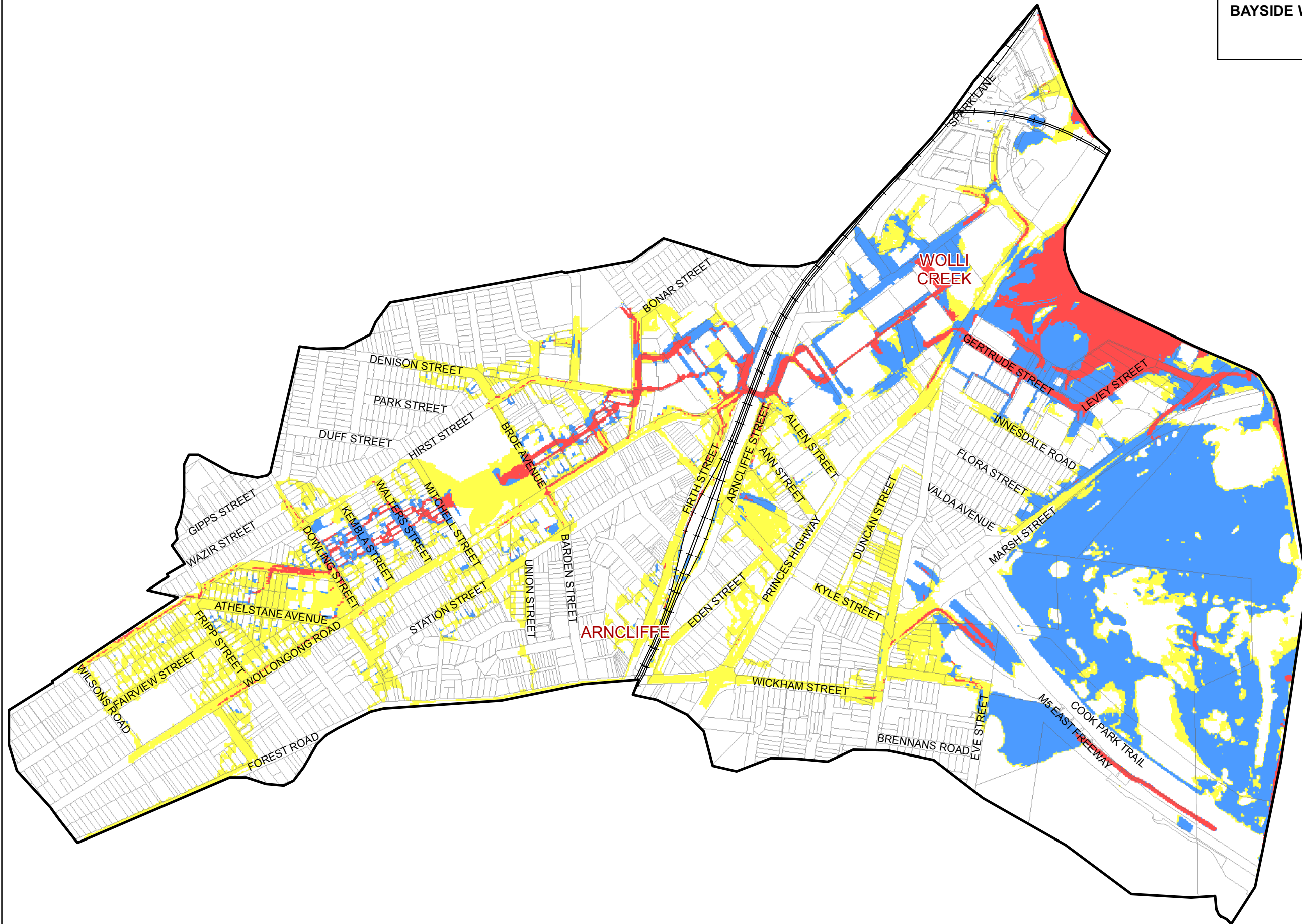
**Hydraulic Categorisation**

- Floodway
- Flood Storage
- Flood Fringe

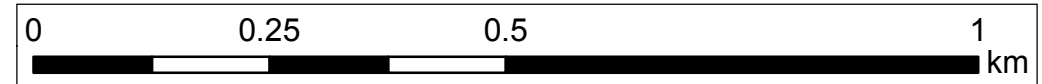


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FIGURE D31  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**0.2% AEP EVENT**

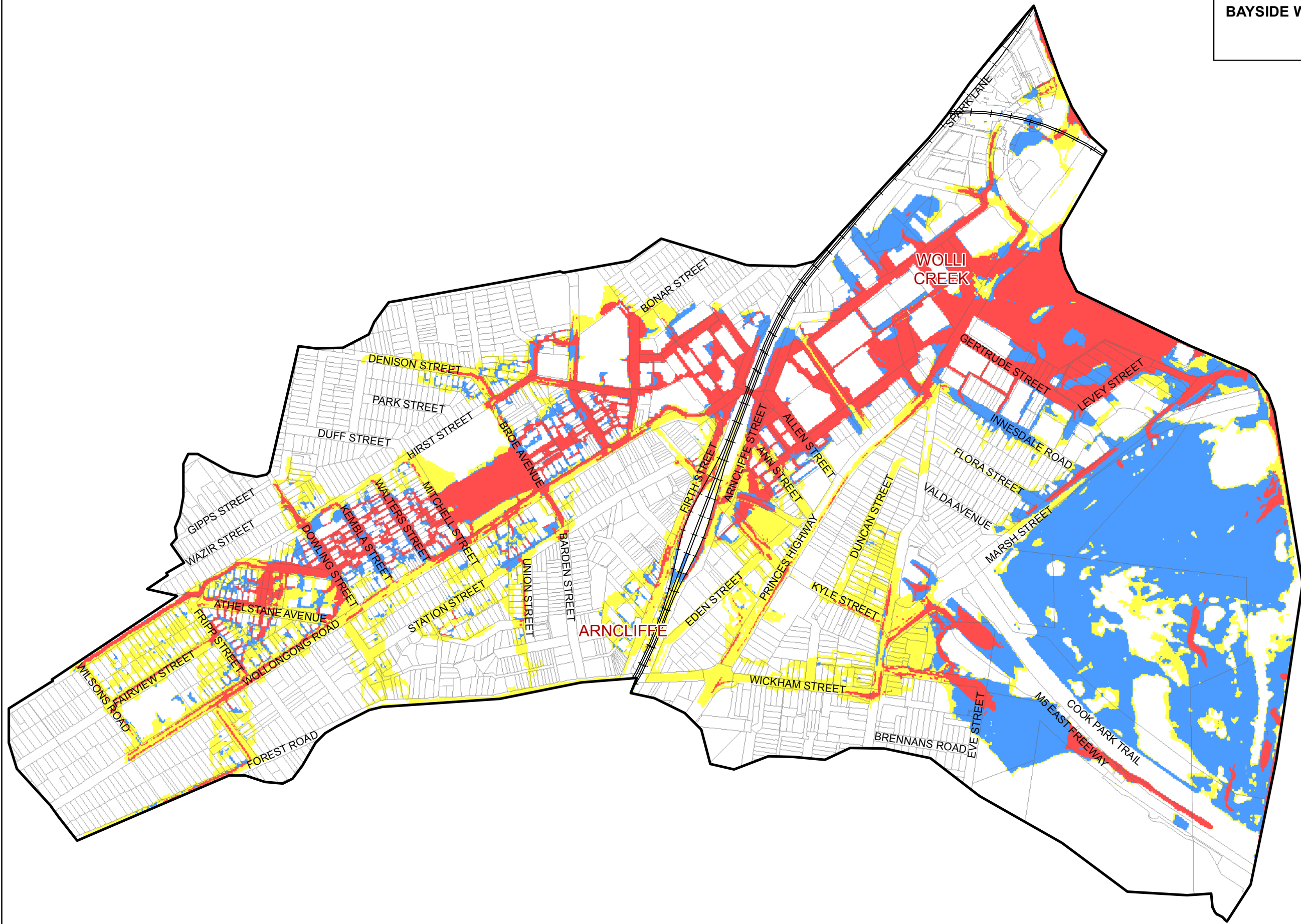


	Railway
	Study Area
	Cadastral
<b>Hydraulic Categorisation</b>	
	Floodway
	Flood Storage
	Flood Fringe

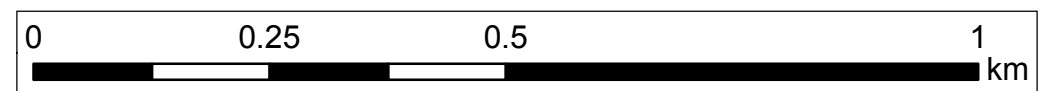


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FIGURE D32  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**HYDRAULIC CATEGORIES**  
**PMF EVENT**



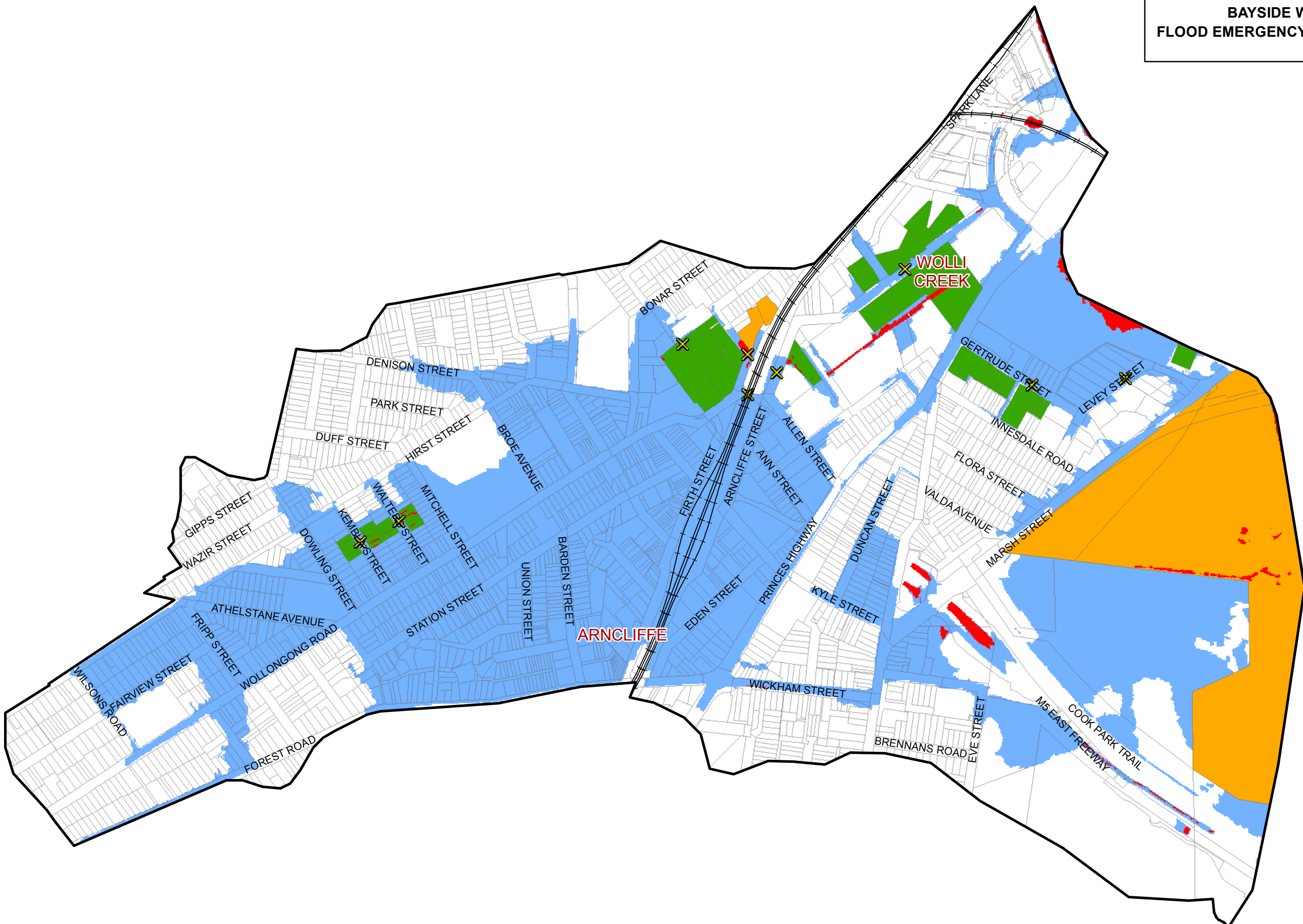
- Railway
- ▭ Study Area
- ▭ Cadastre
- Hydraulic Categorisation**
- Floodway
- Flood Storage
- Flood Fringe



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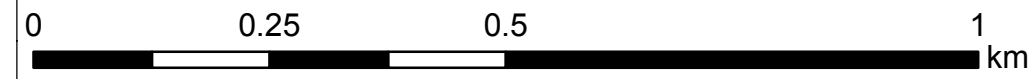


**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**FLOOD EMERGENCY RESPONSE CLASSIFICATION**  
**1% AEP EVENT**

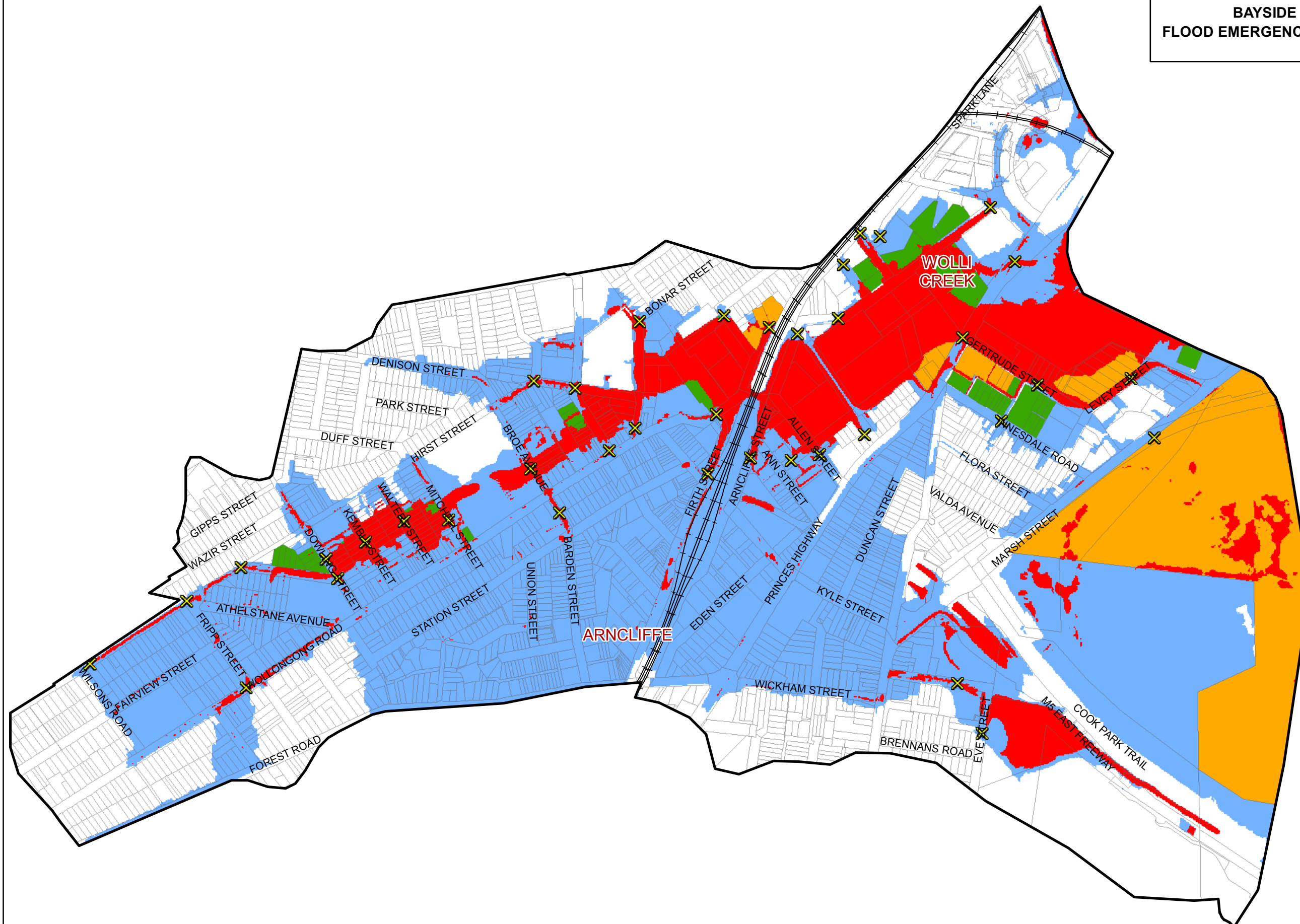


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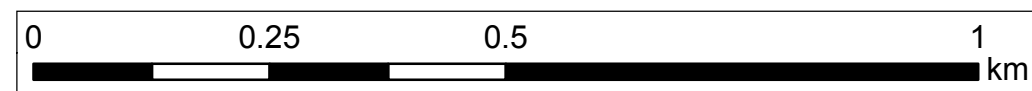
- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ✕ Roads Cut
- Flood Emergency Response Classification**
- ▭ Low Flood Island
- ▭ High Flood Island
- ▭ Overland Escape Route
- ▭ Rising Road Access
- ▭ Indirectly Affected



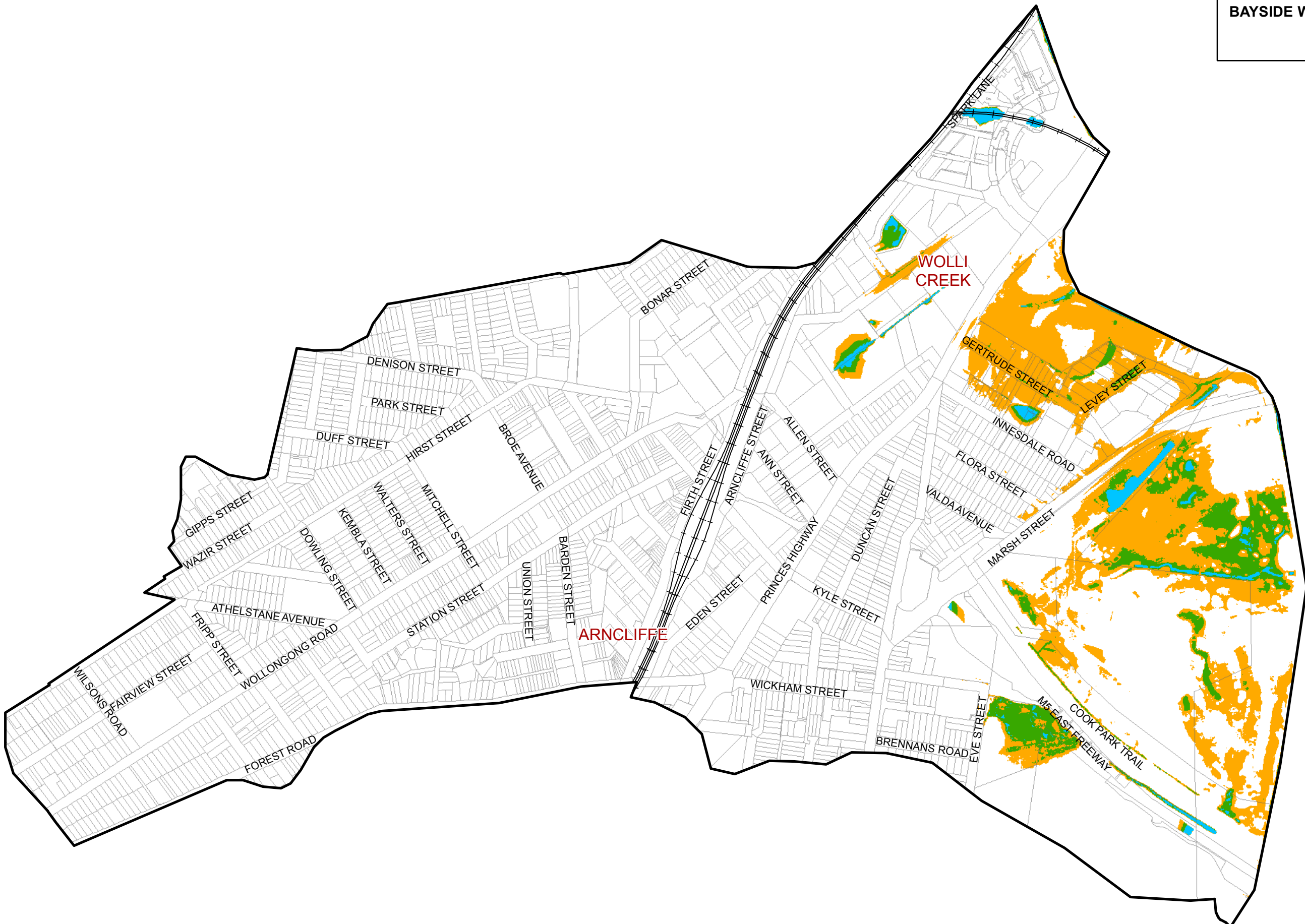
**BAYSIDE WEST FRMS&P: BOONIE DOON  
FLOOD EMERGENCY RESPONSE CLASSIFICATION  
PMF EVENT**



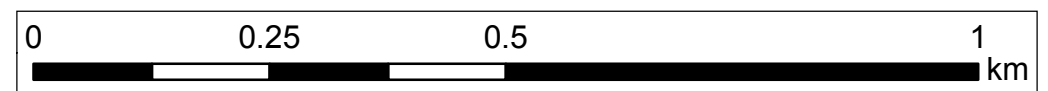
- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ✕ Roads Cut
- Flood Emergency Response Classification**
- Low Flood Island
- High Flood Island
- Overland Escape Route
- Rising Road Access
- Indirectly Affected



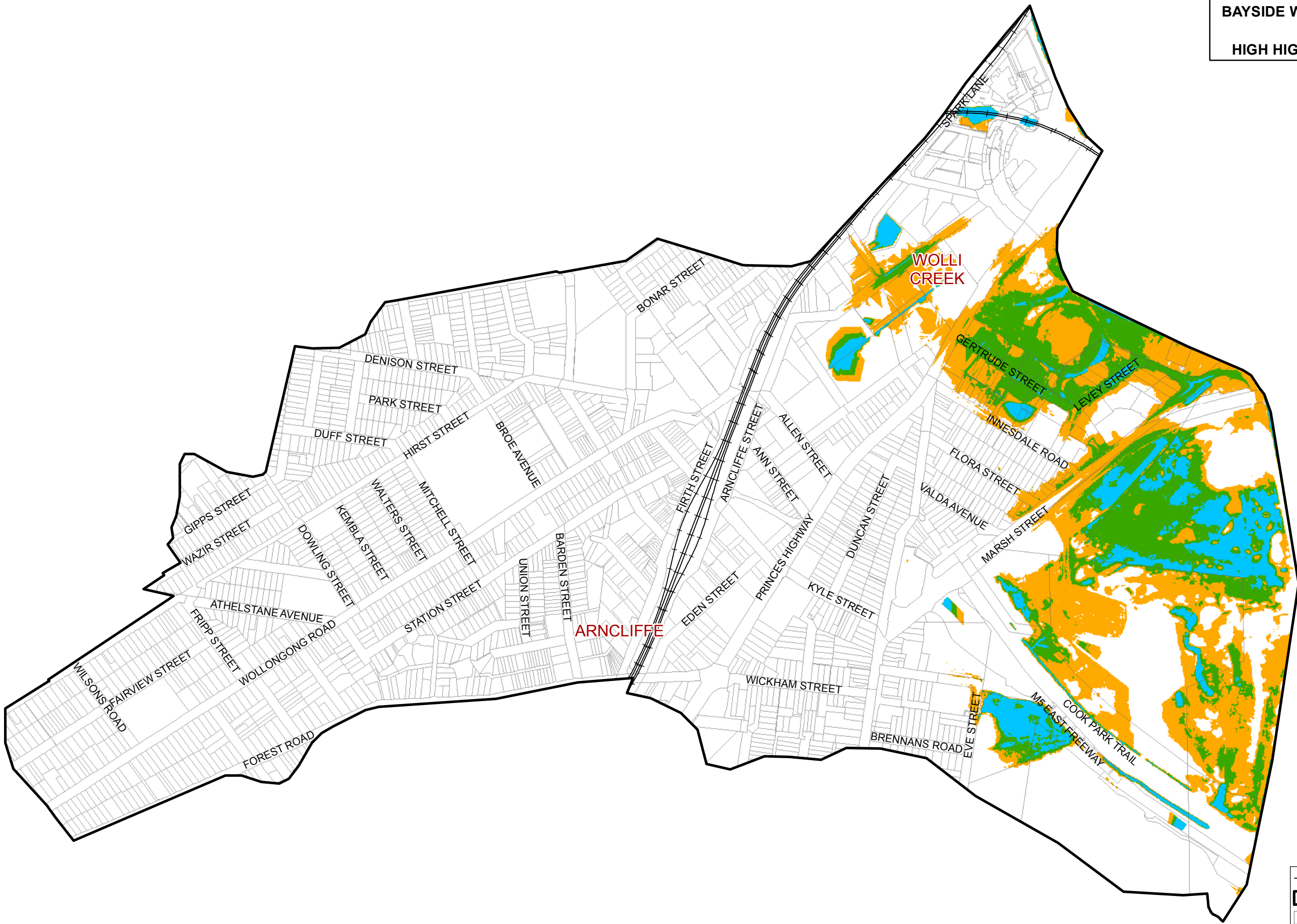
**BAYSIDE WEST FRMS&P: BOONIE DOON  
TIDAL INUNDATION EXTENT  
MEAN HIGH WATER SPRINGS**



- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ▭ MHWS
- ▭ MHWS +0.4m Sea Level Rise
- ▭ MHWS +0.9m Sea Level Rise



**BAYSIDE WEST FRMS&P: BOONIE DOON  
TIDAL INUNDATION EXTENT  
HIGH HIGH WATER SOLSTICE SPRINGS**



- Railway
- ▭ Study Area
- ▭ Cadastre
- HHWSS
- HHWSS +0.4m Sea Level Rise
- HHWSS +0.9m Sea Level Rise

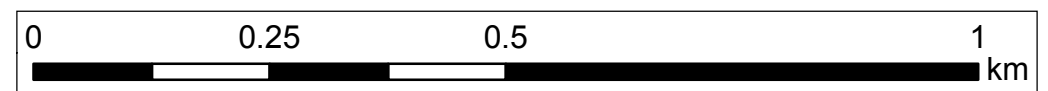
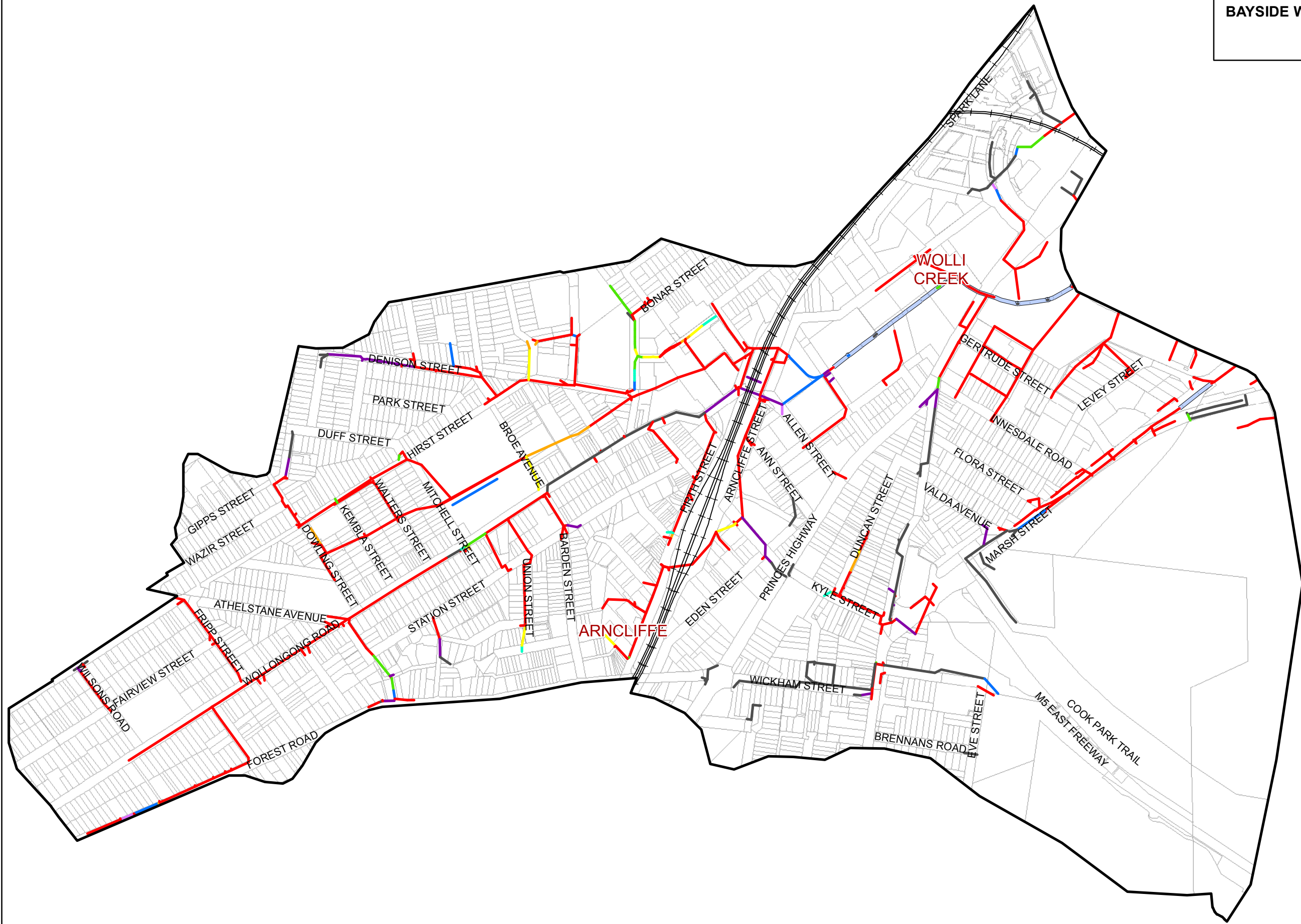
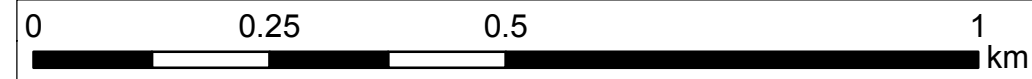


FIGURE D37  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**PIPE CAPACITY ASSESSMENT**  
**FIRST EVENT FULL**



- Railway
- ▭ Study Area
- ▭ Cadastre
- Open Channels
- Event Full**
- 20% AEP
- 10% AEP
- 5% AEP
- 2% AEP
- 1% AEP
- 0.5% AEP
- 0.2% AEP
- PMF
- Not Full



**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**COMPARISON WITH PREVIOUS FLOOD STUDY RESULTS**  
**1% AEP EVENT**



Legend:

- Railway
- ▭ Study Area
- ▭ Cadastre

**Change in Flood Level (m)**

- Blue: < -0.5
- Dark Blue: -0.5 to -0.2
- Light Blue: -0.2 to -0.1
- Cyan: -0.1 to -0.01
- Light Grey: -0.01 to 0.01
- Yellow: 0.01 to 0.1
- Orange: 0.1 to 0.2
- Red-Orange: 0.2 to 0.5
- Red: > 0.5
- Black: No Longer Flooded
- Pink: Newly Flooded

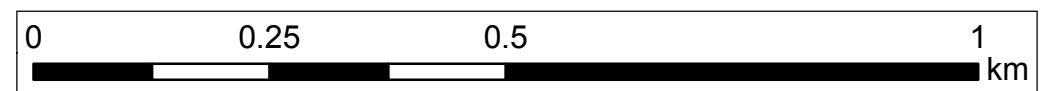
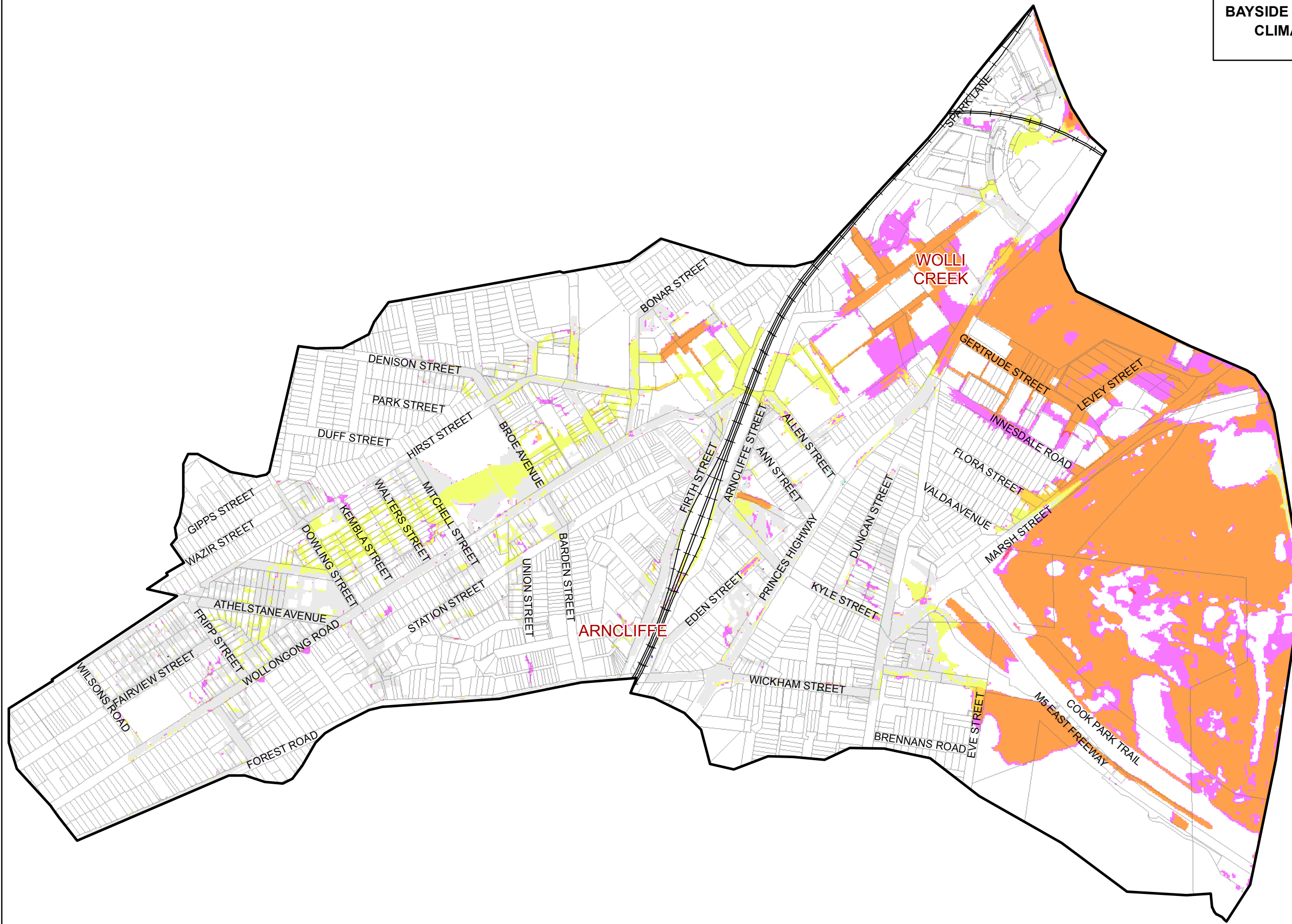


FIGURE D39  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**CLIMATE CHANGE SENSITIVITY 2050**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Change in Flood Level (m)**

- < -0.5
- 0.5 to -0.2
- 0.2 to -0.1
- 0.1 to -0.01
- 0.01 to 0.01
- 0.01 to 0.1
- 0.1 to 0.2
- 0.2 to 0.5
- > 0.5
- No Longer Flooded
- Newly Flooded

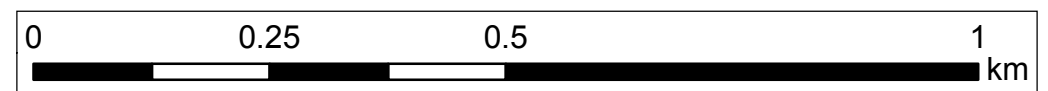


FIGURE D40  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**CLIMATE CHANGE SENSITIVITY 2090**  
**1% AEP EVENT**



- Railway
- ▭ Study Area
- ▭ Cadastre

**Change in Flood Level (m)**

- < -0.5
- -0.5 to -0.2
- -0.2 to -0.1
- -0.1 to -0.01
- -0.01 to 0.01
- 0.01 to 0.1
- 0.1 to 0.2
- 0.2 to 0.5
- > 0.5
- No Longer Flooded
- Newly Flooded

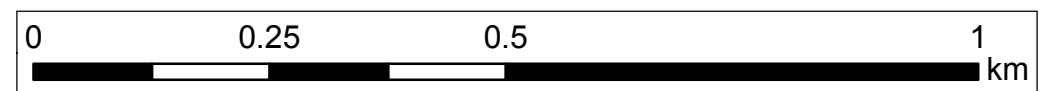
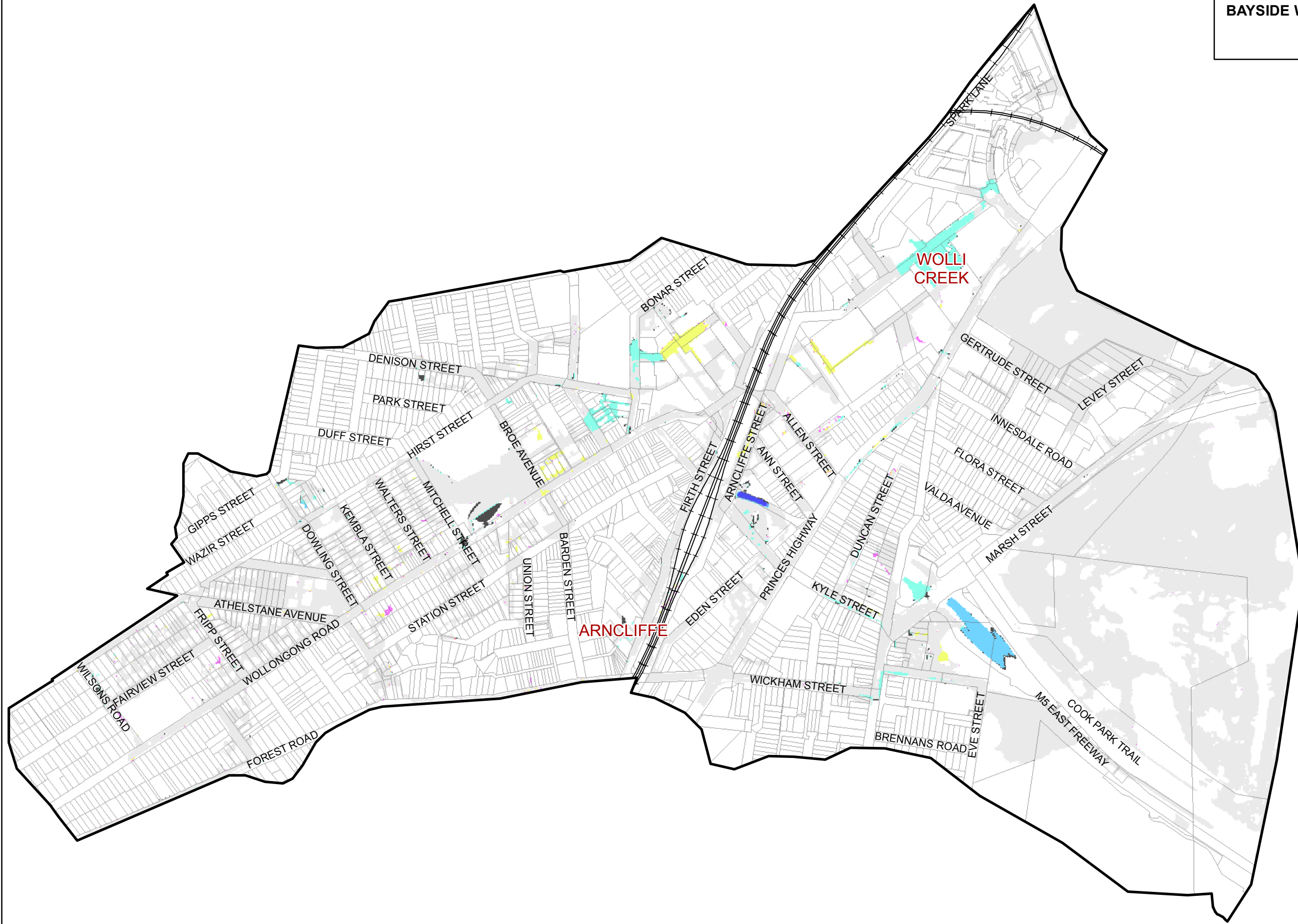




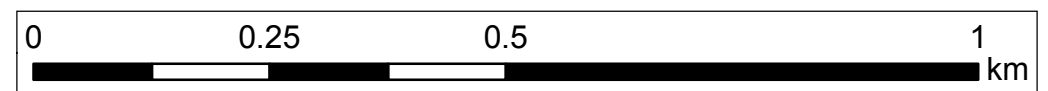
FIGURE D41  
**BAYSIDE WEST FRMS&P: BOONIE DOON**  
**NO BLOCKAGE SENSITIVITY**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre

**Change in Flood Level (m)**

- < -0.5
- -0.5 to -0.2
- -0.2 to -0.1
- -0.1 to -0.01
- -0.01 to 0.01
- 0.01 to 0.1
- 0.1 to 0.2
- 0.2 to 0.5
- > 0.5
- No Longer Flooded
- Newly Flooded



## APPENDIX E. MUDDY CREEK DESIGN FLOOD MAPPING

- Figure E1: Muddy Creek Peak Flood Depth and Level – 20% AEP Event
- Figure E2: Muddy Creek Peak Flood Depth and Level – 10% AEP Event
- Figure E3: Muddy Creek Peak Flood Depth and Level – 5% AEP Event
- Figure E4: Muddy Creek Peak Flood Depth and Level – 2% AEP Event
- Figure E5: Muddy Creek Peak Flood Depth and Level – 1% AEP Event
- Figure E6: Muddy Creek Peak Flood Depth and Level – 0.5% AEP Event
- Figure E7: Muddy Creek Peak Flood Depth and Level – 0.2% AEP Event
- Figure E8: Muddy Creek Peak Flood Depth and Level – PMF Event
- Figure E9: Muddy Creek Peak Velocity – 20% AEP Event
- Figure E10: Muddy Creek Peak Velocity – 10% AEP Event
- Figure E11: Muddy Creek Peak Velocity – 5% AEP Event
- Figure E12: Muddy Creek Peak Velocity – 2% AEP Event
- Figure E13: Muddy Creek Peak Velocity – 1% AEP Event
- Figure E14: Muddy Creek Peak Velocity – 0.5% AEP Event
- Figure E15: Muddy Creek Peak Velocity – 0.2% AEP Event
- Figure E16: Muddy Creek Peak Velocity – PMF Event
- Figure E17: Muddy Creek Hydraulic Hazard – 20% AEP Event
- Figure E18: Muddy Creek Hydraulic Hazard – 10% AEP Event
- Figure E19: Muddy Creek Hydraulic Hazard – 5% AEP Event
- Figure E20: Muddy Creek Hydraulic Hazard – 2% AEP Event
- Figure E21: Muddy Creek Hydraulic Hazard – 1% AEP Event
- Figure E22: Muddy Creek Hydraulic Hazard – 0.5% AEP Event
- Figure E23: Muddy Creek Hydraulic Hazard – 0.2% AEP Event
- Figure E24: Muddy Creek Hydraulic Hazard – PMF Event
- Figure E25: Muddy Creek Hydraulic Categories – 20% AEP Event
- Figure E26: Muddy Creek Hydraulic Categories – 10% AEP Event
- Figure E27: Muddy Creek Hydraulic Categories – 5% AEP Event
- Figure E28: Muddy Creek Hydraulic Categories – 2% AEP Event
- Figure E29: Muddy Creek Hydraulic Categories – 1% AEP Event
- Figure E30: Muddy Creek Hydraulic Categories – 0.5% AEP Event
- Figure E31: Muddy Creek Hydraulic Categories – 0.2% AEP Event
- Figure E32: Muddy Creek Hydraulic Categories – PMF Event
- Figure E33: Muddy Creek Flood Emergency Response Classification – 1% AEP Event
- Figure E34: Muddy Creek Flood Emergency Response Classification – PMF Event
- Figure E35: Muddy Creek Mean High Water Springs Tidal Inundation Extent
- Figure E36: Muddy Creek High High Water Solstice Springs Tidal Inundation Extent
- Figure E37: Muddy Creek Pipe Capacity Assessment
- Figure E38: Muddy Creek Comparison with Previous Flood Study Results – 1% AEP Event
- Figure E39: Muddy Creek Climate Change Impact – 2050 Projection
- Figure E40: Muddy Creek Climate Change Impact – 2090 Projection
- Figure E41: Muddy Creek No Blockage Impact – 1% AEP Event
- Figure E42: Frys Reserve Detention Basin Levee Failure – 1% AEP Event
- Figure E43: Frys Reserve Detention Basin Levee Failure – 0.5% AEP Event

Figure E44: The Strand Levee Failure – 1% AEP Event

Figure E45: The Strand Levee Failure – PMF Event

Figure E46: Banksia Avenue Development Flowpath Impact – 5% AEP Event

Figure E47: Banksia Avenue Development Flowpath Impact – 1% AEP Event



FIGURE E1  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK FLOOD DEPTH AND LEVEL**  
**20% AEP EVENT**

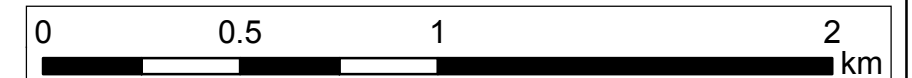
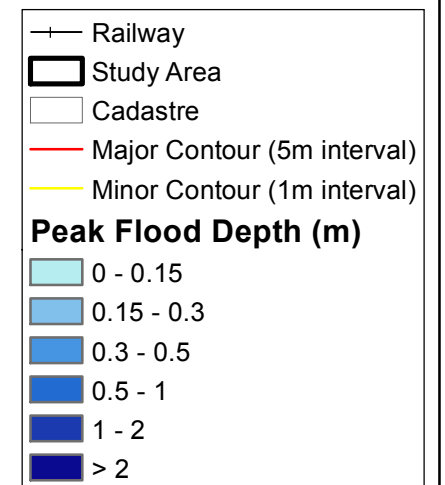
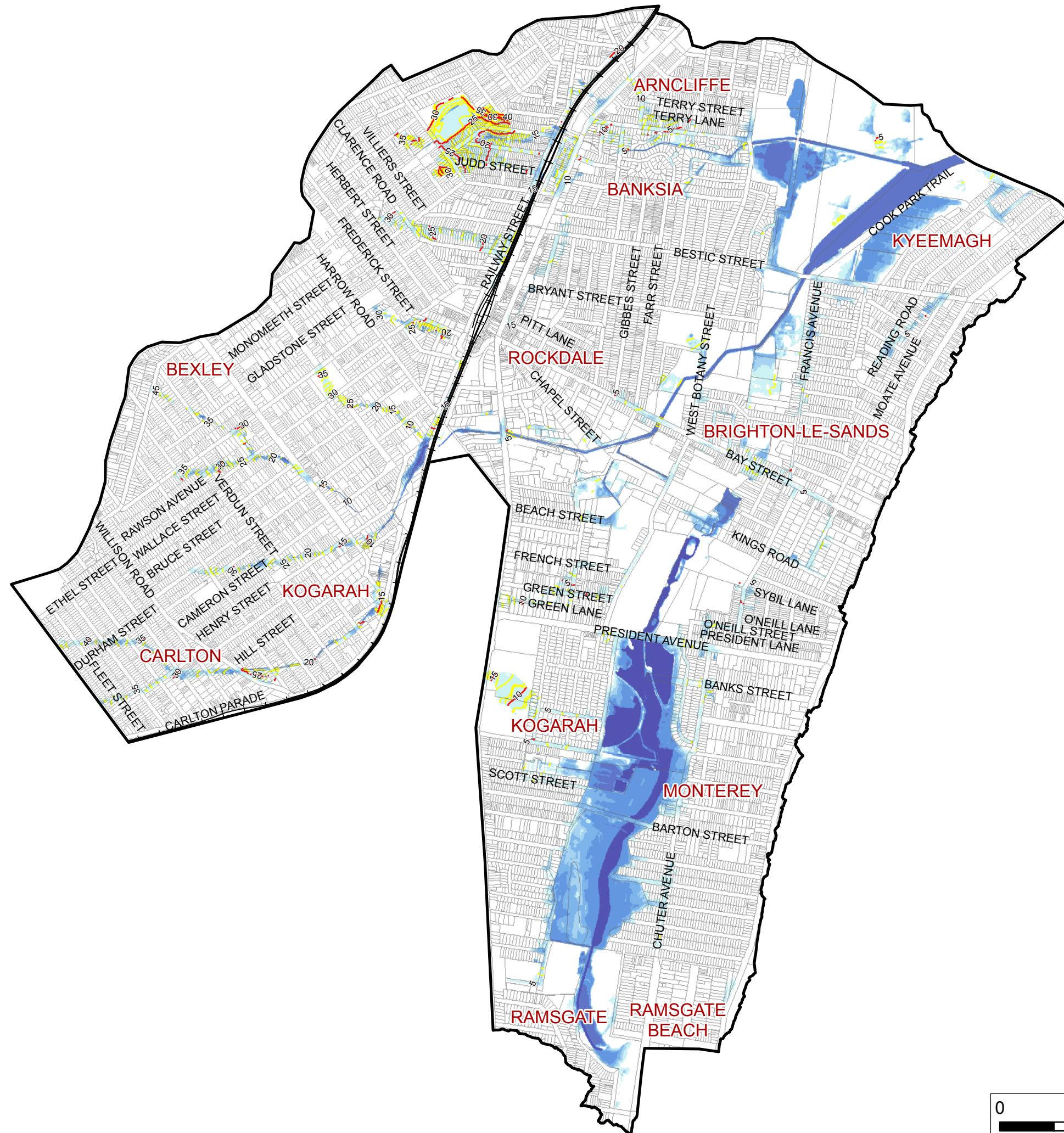


FIGURE E2  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK FLOOD DEPTH AND LEVEL**  
**10% AEP EVENT**

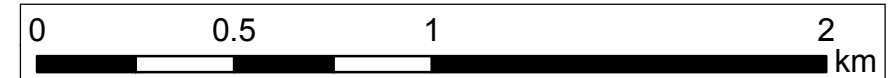
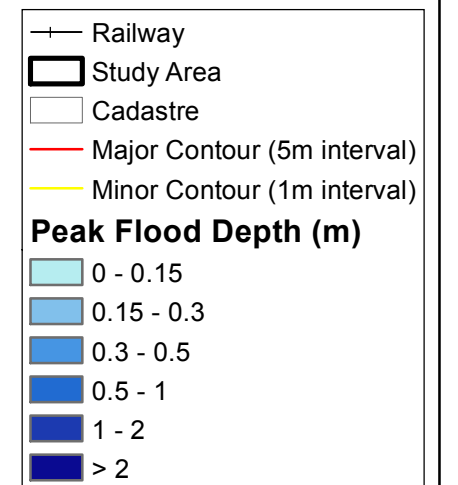
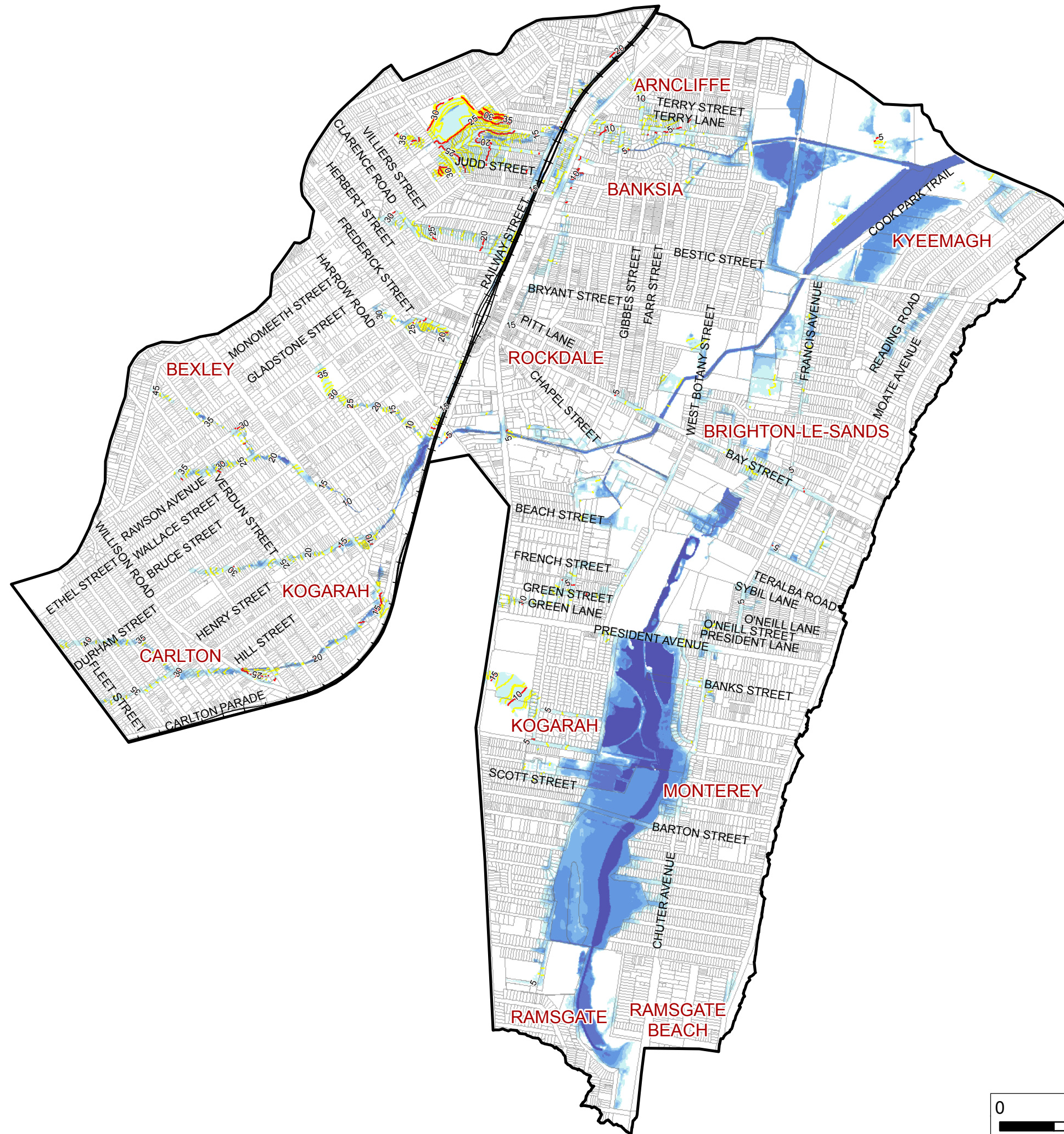


FIGURE E3  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK FLOOD DEPTH AND LEVEL**  
**5% AEP EVENT**

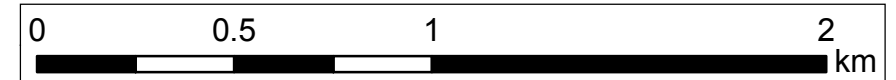
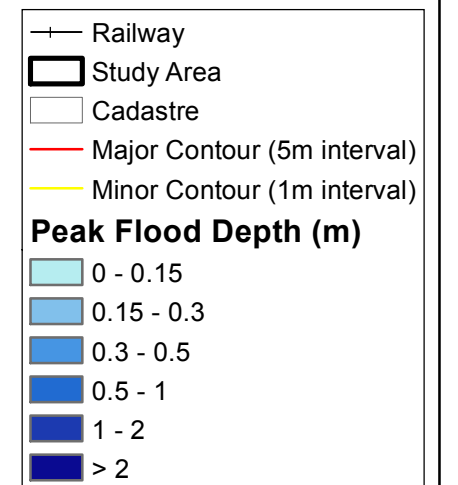
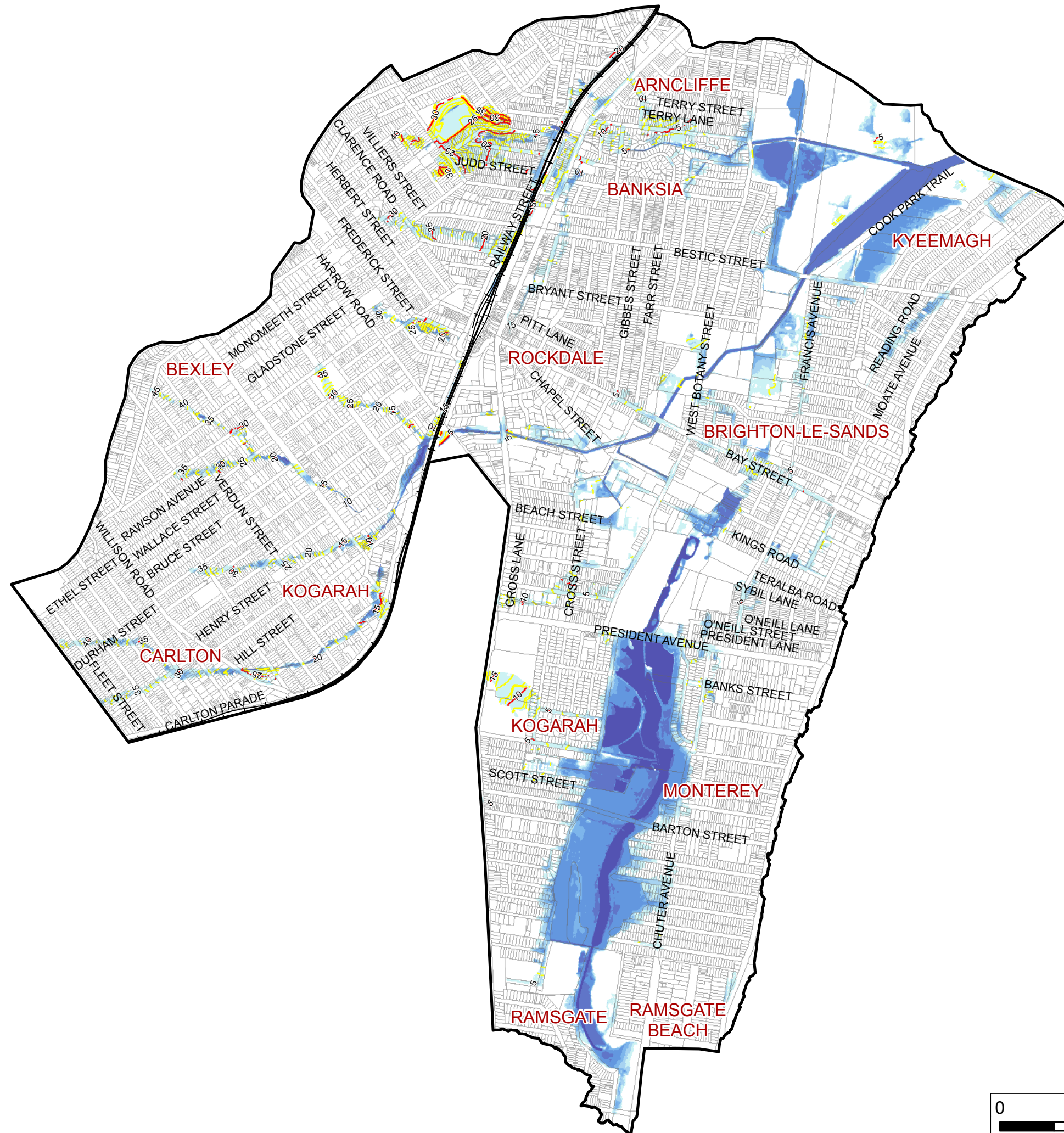


FIGURE E4  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK FLOOD DEPTH AND LEVEL**  
**2% AEP EVENT**

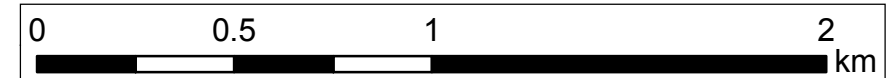
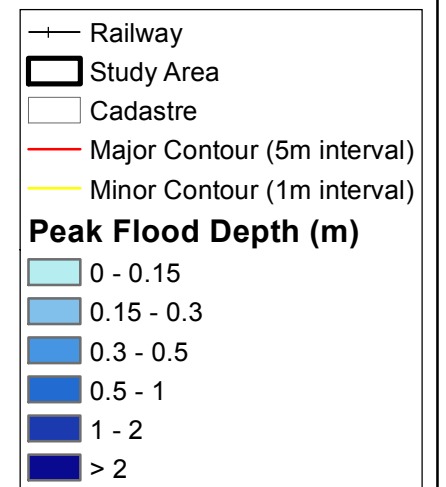
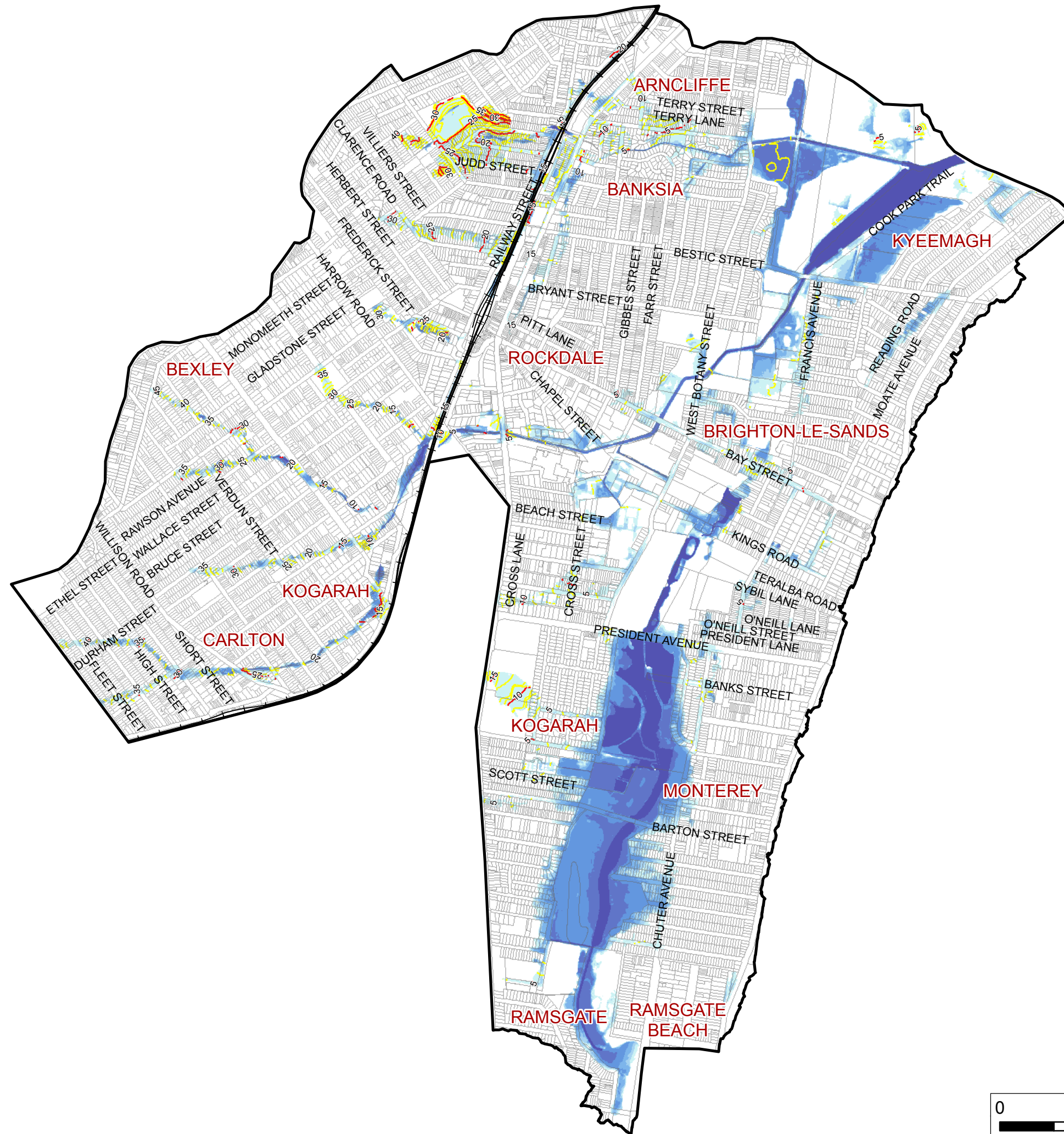
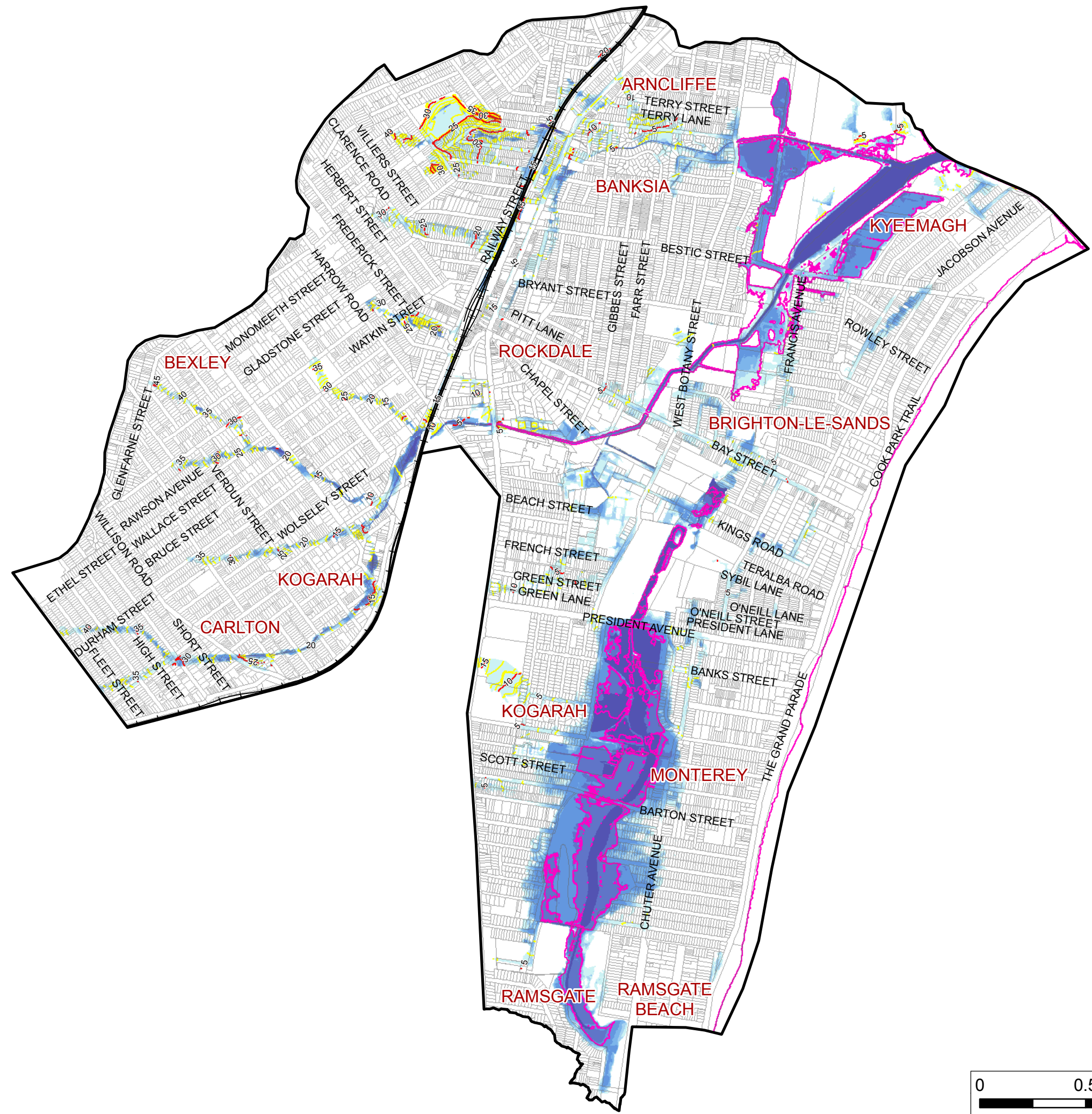


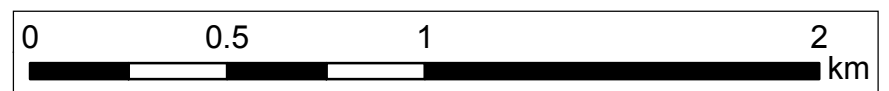
FIGURE E5  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK FLOOD DEPTH AND LEVEL**  
**1% AEP EVENT**



- +— Railway
- ▭ Study Area
- ▭ Cadastre
- ▭ 1% AEP Tailwater Extent
- Major Contour (5m interval)
- Minor Contour (1m interval)

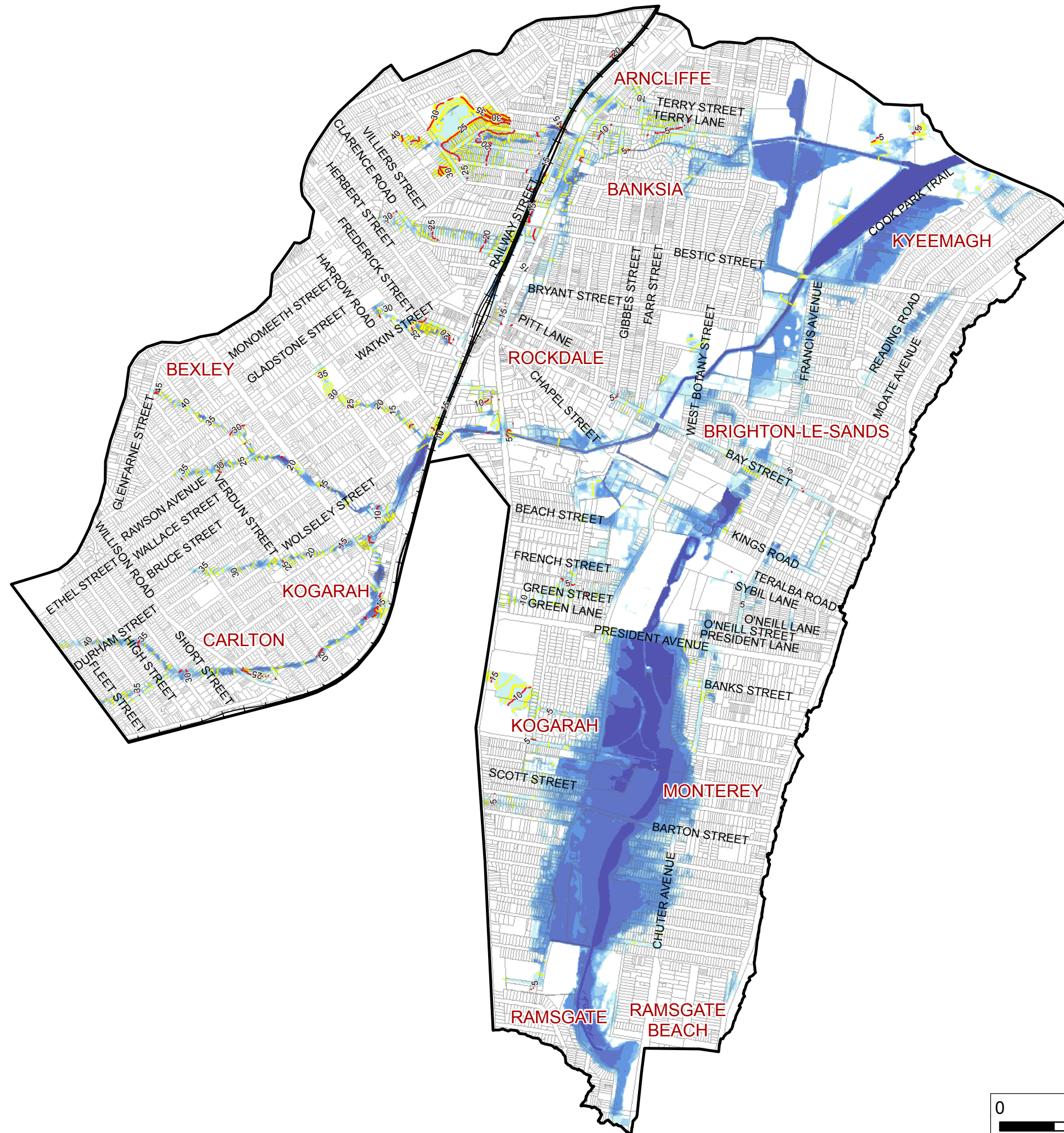
**Peak Flood Depth (m)**

- 0 - 0.15
- 0.15 - 0.3
- 0.3 - 0.5
- 0.5 - 1
- 1 - 2
- > 2





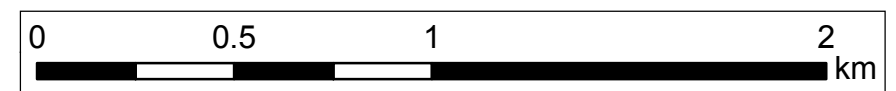
**BAYSIDE WEST FRMS&P: MUDDY CREEK  
PEAK FLOOD DEPTH AND LEVEL  
0.5% AEP EVENT**



—+— Railway  
▭ Study Area  
▭ Cadastre  
— Major Contour (5m interval)  
— Minor Contour (1m interval)

**Peak Flood Depth (m)**

0 - 0.15
0.15 - 0.3
0.3 - 0.5
0.5 - 1
1 - 2
> 2





**BAYSIDE WEST FRMS: MUDDY CREEK  
PEAK FLOOD DEPTH AND LEVEL  
PMF EVENT**

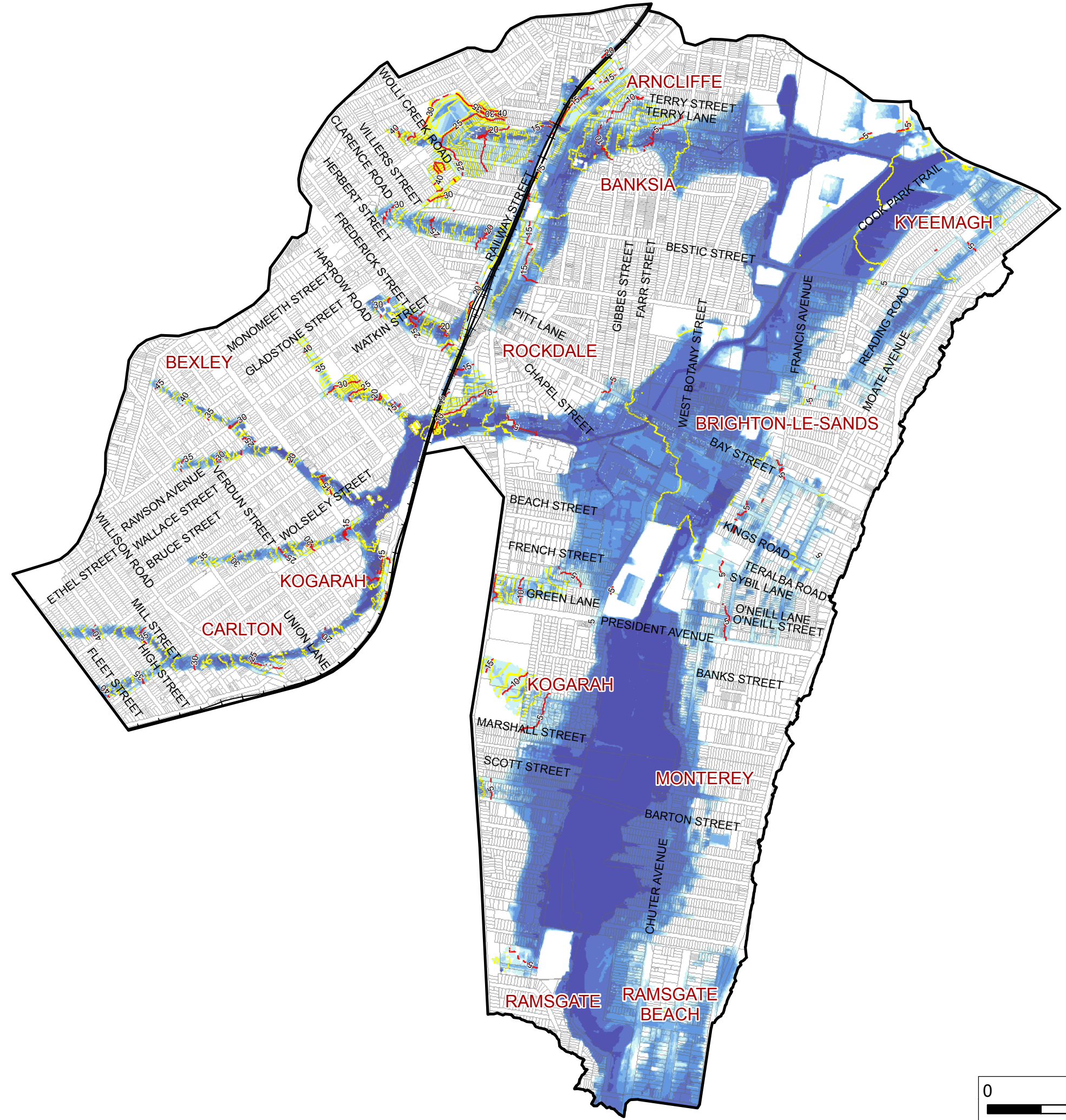
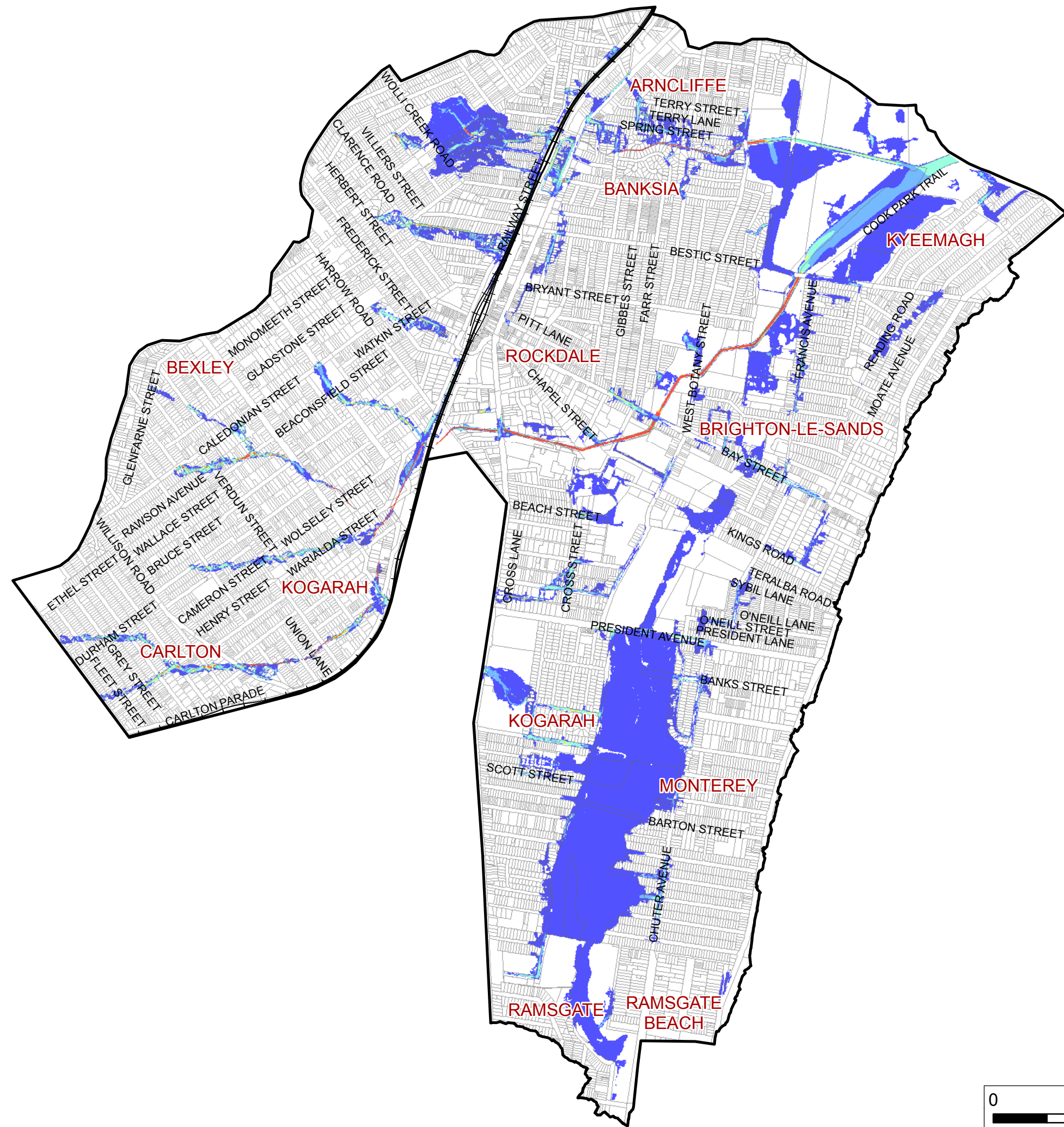


FIGURE E9  
**BAYSIDE WEST FRMS&P: MUDDY CREEK  
 PEAK VELOCITY  
 20% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5



FIGURE E10  
**BAYSIDE WEST FRMS&P: MUDDY CREEK  
 PEAK VELOCITY  
 10% AEP EVENT**

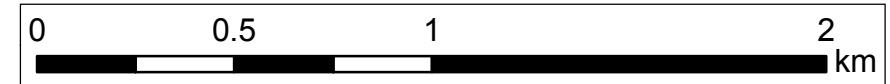
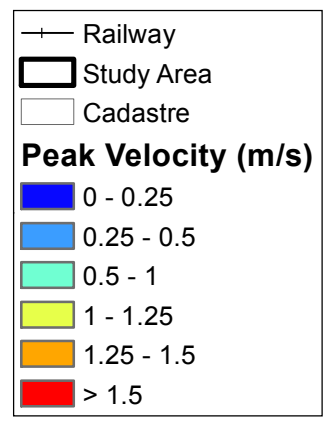
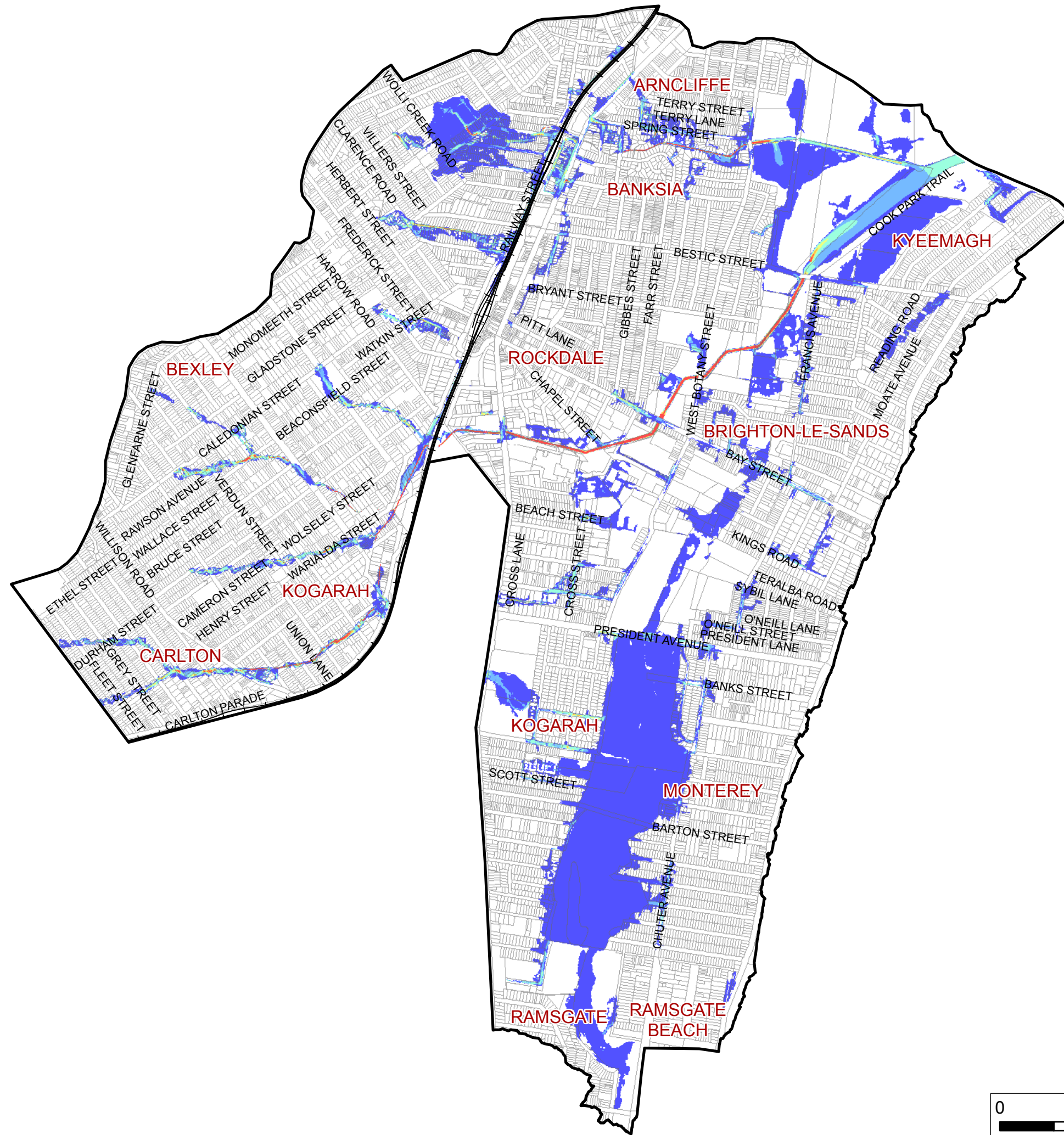


FIGURE E11  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK VELOCITY**  
**5% AEP EVENT**

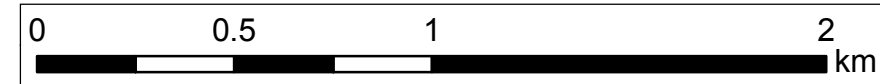
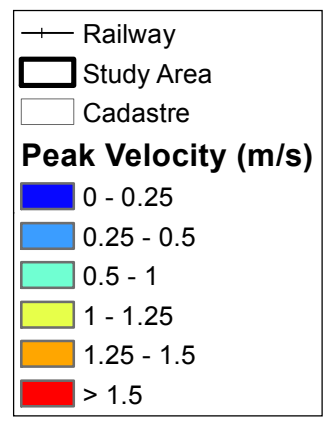
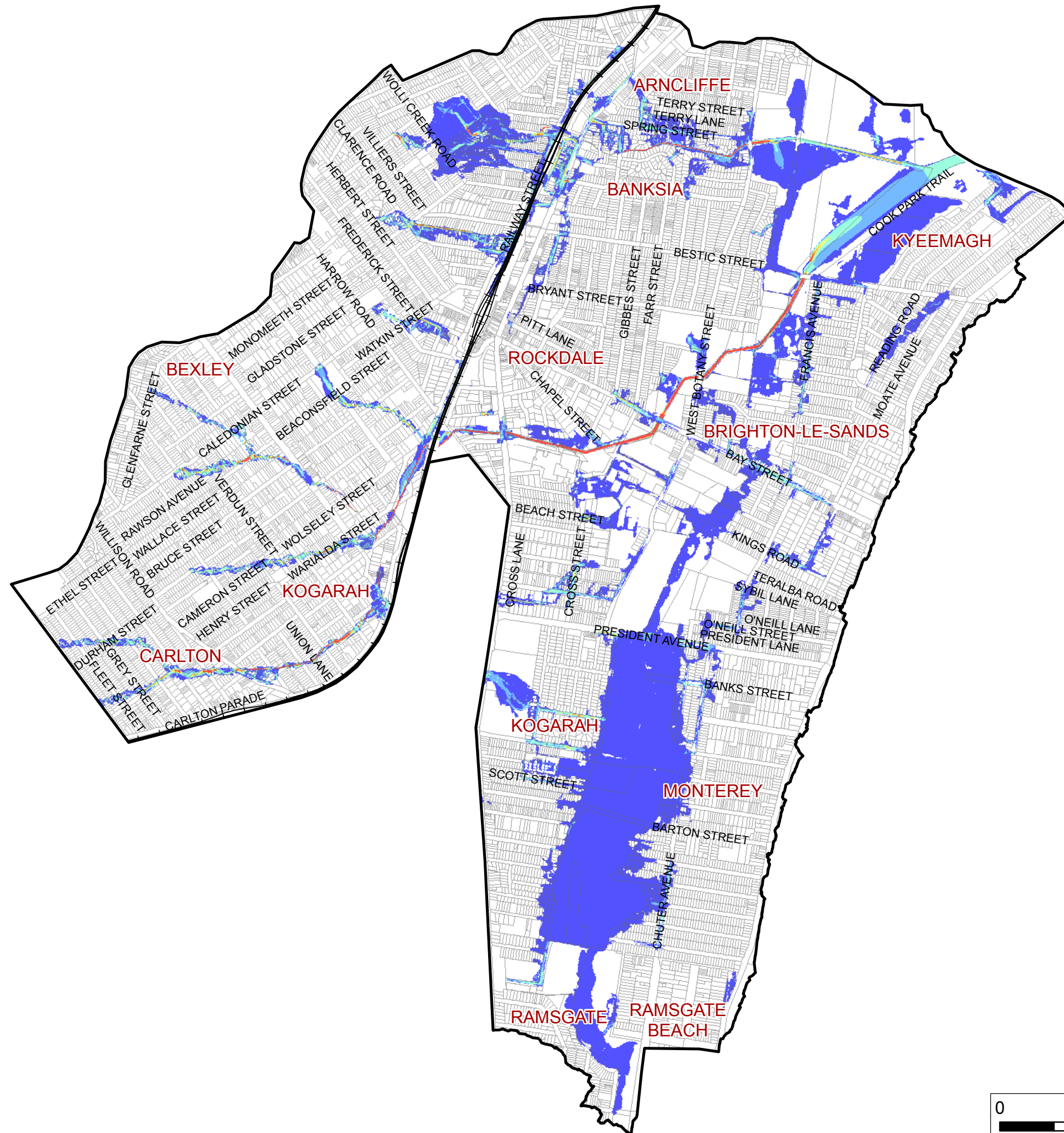
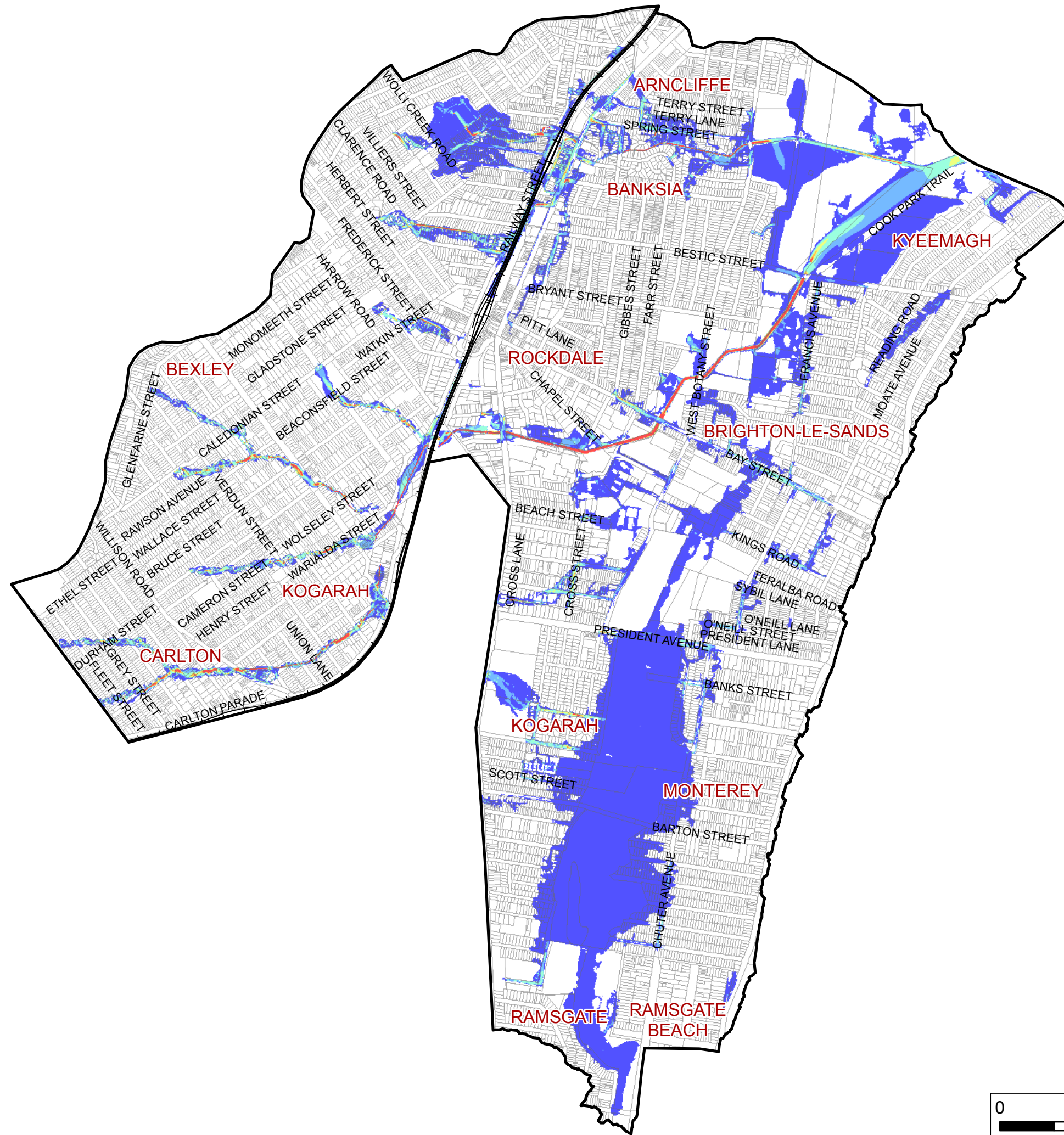


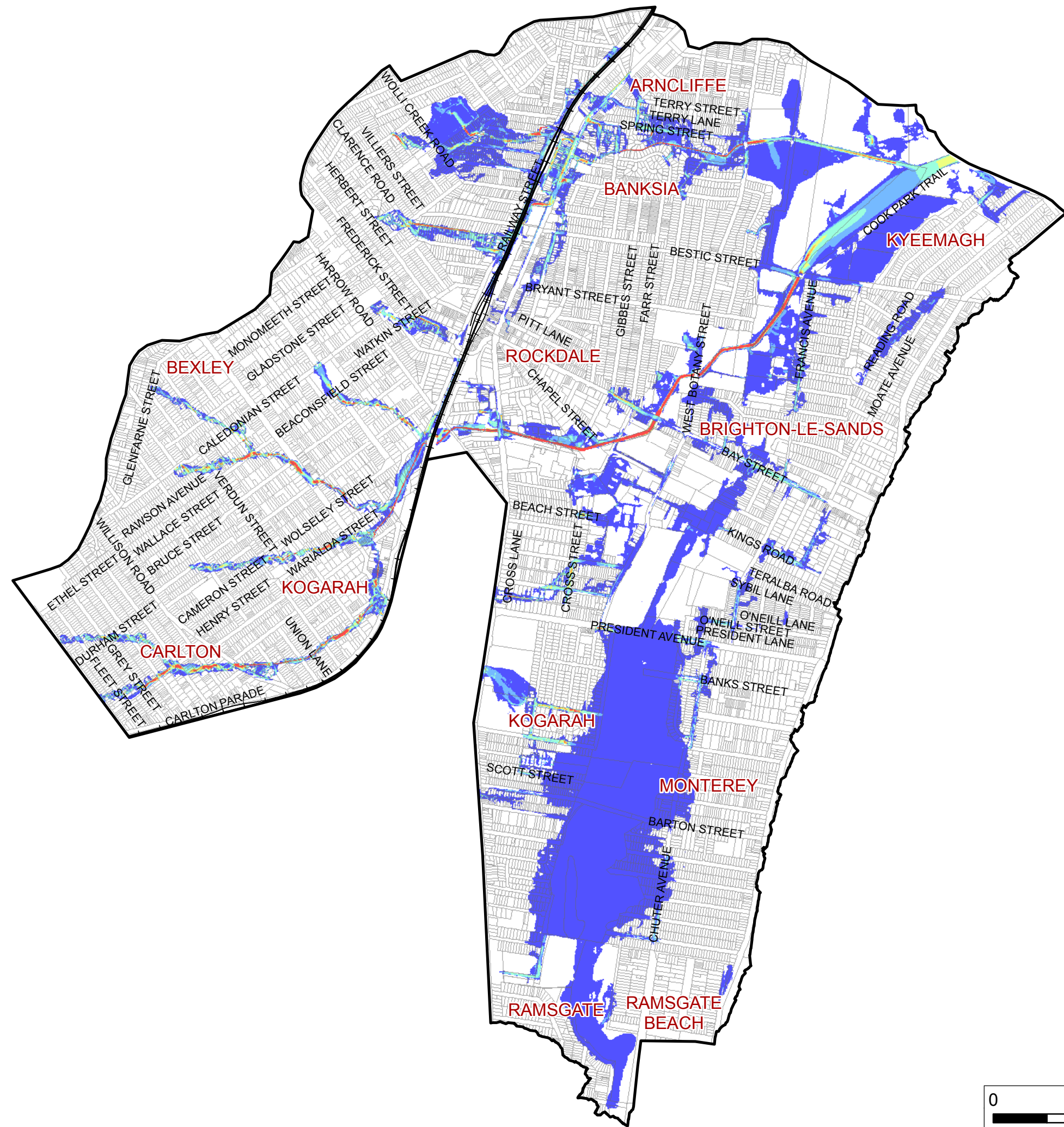
FIGURE E12  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK VELOCITY**  
**2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5



FIGURE E13  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK VELOCITY**  
**1% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

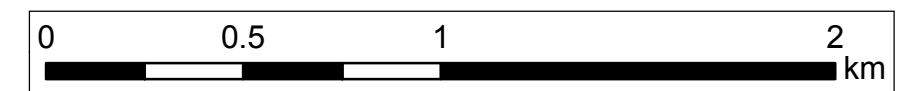
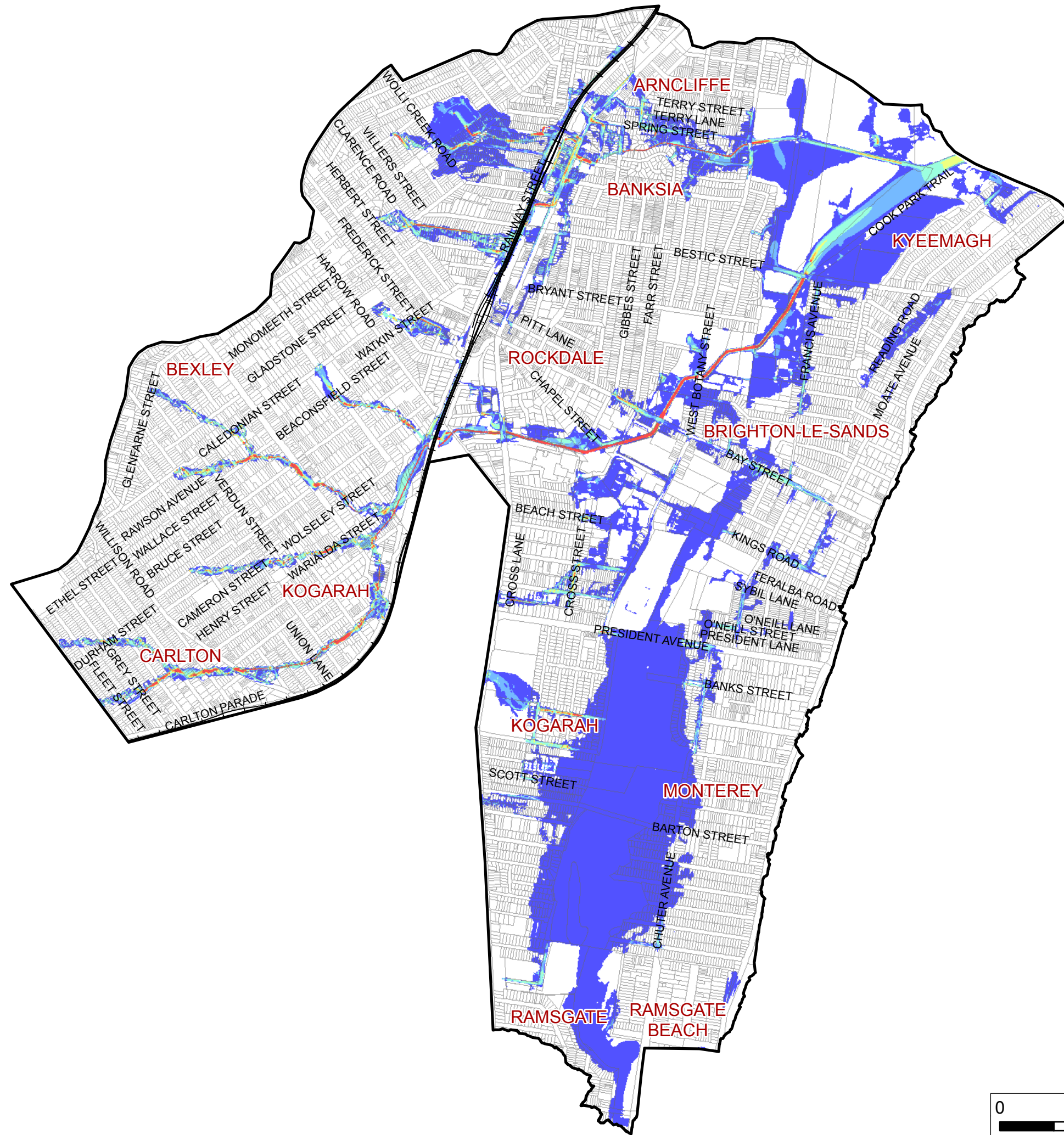




FIGURE E14  
**BAYSIDE WEST FRMS&P: MUDDY CREEK**  
**PEAK VELOCITY**  
**0.5% AEP EVENT**



—+—	Railway
▭	Study Area
▭	Cadastral
<b>Peak Velocity (m/s)</b>	
■	0 - 0.25
■	0.25 - 0.5
■	0.5 - 1
■	1 - 1.25
■	1.25 - 1.5
■	> 1.5

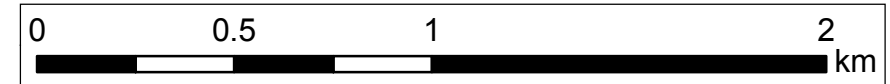
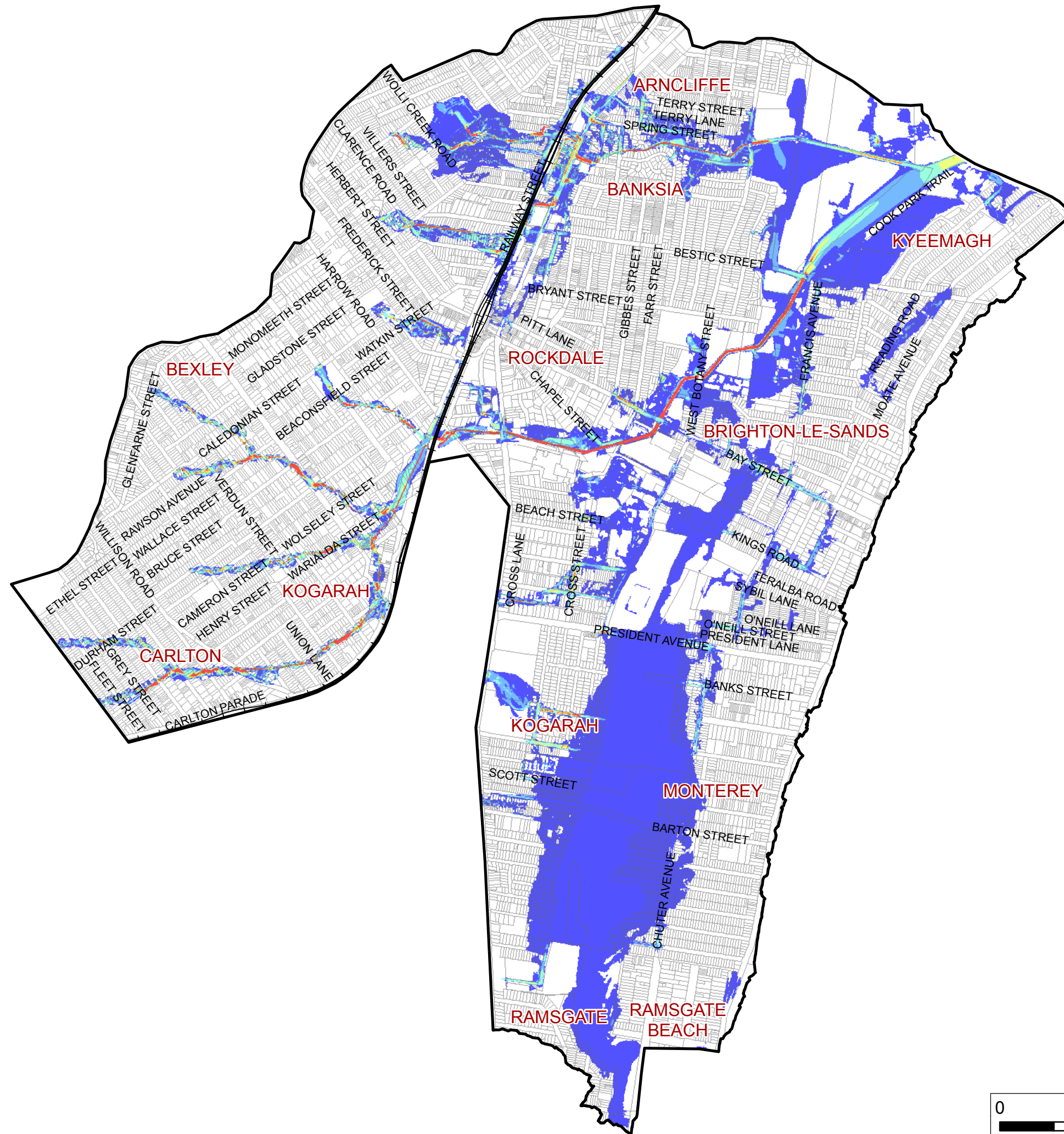


FIGURE E15  
**BAYSIDE WEST FRMS&P: MUDDY CREEK  
 PEAK VELOCITY  
 0.2% AEP EVENT**



+ Railway  
 Study Area  
 Cadastre  
**Peak Velocity (m/s)**  
 0 - 0.25  
 0.25 - 0.5  
 0.5 - 1  
 1 - 1.25  
 1.25 - 1.5  
 > 1.5

